THE HERALD— A PAPER FOR THE PEOPLE.

THE PORTSMOUTH HERALD

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VOL. XXVI. NO. 252 PORTSMOUTH, N. H., THURSDAY, JULY 27, 1911 The Portsmouth Daily Republican merged with THE HERALD July 1, 1902. PRICE TWO CENTS.

MEETING OF CITY COUNCIL

A meeting of the Mayor and Council was held on Wednesday evening, and although it was the first meeting in a month, there was not a great amount of business for the members to consider. The full board was present and Mayor Badger reported that he had been authorized by the Board of Public Works to take an option for thirty days on the Ottis farm on the Banfield oad, and Engineer Dudley, with a gang of laborers were now engaged in testing it for water. They would make a report when finished, and at that time there would probably be something for the Council to consider. If there was a plentiful supply of water there, the city would probably want to buy; if not, then there would not be any need of action.

The Mayor also stated that he was in communication with President Mellen of the Boston & Maine R. R., in regard to paving the inside of the tracks on Islington street, and the correspondence had not reached a stage where it was eady to lay before the Council, but re hoped to do so at the next meeting.

The W. H. McElwain Co. of Manchester and ect., presented a petition asking the Council to endorse their petition to the war department for some additional work at their wharf on the upper river, which they had

(Continued on Page Six.)

PRESIDENT HAS SIGNED TREATY

Reciprocity Act a Law on Part of the United States

Washington, July 26—President Taft signed the Canadian reciprocity bill at 3.10 o'clock.

Secretary of State Knox, Secretary of Commerce and Labor Nagel, Secretary to the President Hilles and Representative Littleton of New York, several newspaper men and a battery of photographers witnessed the signing. As he picked up the pen the President turned to Secretary Knox.

"Come over here, Brother Knox," he said, "you are responsible for this."

The secretary of state stood beside the President as he placed his name on the parchment.

"It's done," said Mr. Knox. "It's done," echoed the President, as the two clasped hands across the desk.

To give the photographers a chance the President wene through the motion of signing the act again a few seconds later.

"I didn't know there was so much interest in it as this," he said; "but —."

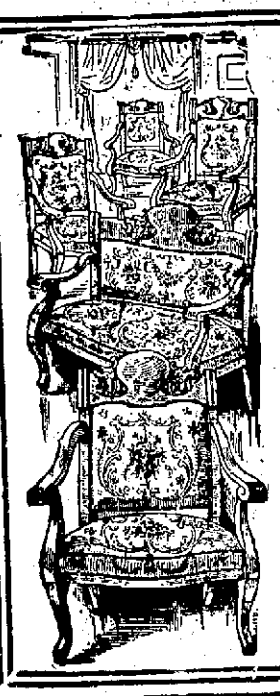
He was snapped wearing a broad smile.

The gold pep used by the President in signing the treaty was sent to Chairman Penrose of the Senate finance committee, who led the fight for the bill in the Senate.

Instructions that as much of the law as is affective be followed until the whole agreement is ratified by the Canadian parliament, were telegraphed to customs collectors along the Canadian border today. The new regulations provide for proper identifications of imports to prove they are of Canadian origin, and the state department has been asked to instruct consular officers in Canada to add their certificates to the declarations of the imports.

Until the Canadian parliament ratifies the agreement only section 2, which covers wood pulp, paper and paper boards, will be in force.

The regulations under the new law provide free entry to all such imports from private lands or from crown lands, provided no export tax has been levied. British Columbia, Ontario and Quebec impose export duties on wood. New Brunswick will do so after Oct. 1.



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$1.37 Embroidered Insertion reduced to ..... $1 00 per pair
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87c Plain "Ruffle Dotted" Center reduced to ..... 50c per pair
$1.15 Plain Ruffle Figured Center reduced to ..... 95c per pair
87c Plain Ruffle Figured Center reduced to ..... 69c per pair
$1.25 Plain Ruffle Figured Center reduced to ..... 87c per pair
$1.50 Plain Curtains, Figured Center, reduced to ..... $1.00 per pair
69c Plain Ruffle Figured Center reduced to ..... 49c per pair
$1.59 Plain Curtains reduced to ..... $1.00 per pair
50c Plain Curtains reduced to ..... 37c per pair
$2.25 Flat Muslin Lace Edge reduced to ..... $1.50 per pair

Geo. B. French Co

CHARLES TAFT PRESIDENT'S SON, IS AT KITTERY PT.

Charlie Taft son of President Taft has been visiting a friend at Kittery Point and he also took a look about the navy yard yesterday. Charlie liked Kittery and fine shores. He tells his friends so. He just had a dandy time at Kittery Point and all without the general public knowing it.

POLICE TO WAR ON GAMBLING

City Marshal Thomas Entwistle and the members of the police department have begun a systematic crusade intended to rout out the penny machines and other devices that are supposed to make more than a normal return for the money expended. Patrolmen of the department are making a round of the city, issuing orders intended to cause the operators to banish the machines. Formerly the department suffered the machines to exist as the contrivances were used only for the distribution of food and confections. Word was sent out recently that the operators were permitting the machines to be used for the purpose of gambling.

SECRETARY INCLINES TO LENIENCY IN PURE FOOD CASE

Washington, July 26—It became known here late today that Secretary of Agriculture Wilson in a report to President Taft had recommended that Dr. Harvey W. Wiley, the pure food expert, be admonished, but not dismissed. Secretary Wilson, it is understood, declares leniency must be shown Dr. Wiley because of his valued services to the government in the past and his usefulness for the future. For this reason, he apparently does not believe that "condign punishment" should be meted out in the case.

Excelcior autocycles at Lowds.

ENGINEER FINDS GOOD WATER SUPPLY AT OTIS FARM

Civil Engineer Arthur W. Dudley of Raymond and Manchester has been employed by the city to investigate the water supply at the Otis form. Mr. Dudley is an authority on water supplies having just completed investigations at Laconia and Exeter. He was met by the Herald man today and he was very optimistic so far as Portsmouth's supply is concerned. There is an abundance of water hereabouts. We have dug a well ten feet deep through solid clay at the Otis farm and there is a great flow of water. Mr. Dudley intends to put in a number of wells in order to make a thorough test.

The water situation continues to improve in this city and the Board of Public Works will in the meantime prepare for the future.

The city will undoubtedly purchase the land of Charles E. Otis, off the Banfield road, which is reputed to contain streams and brooks that never sun dry. Mr. Otis said yesterday that the brook or springs have not been dry since he was born. His father told him, he said, that even in his time the longest droughts had no apparent effect on them. They usually were overflowing, he said.

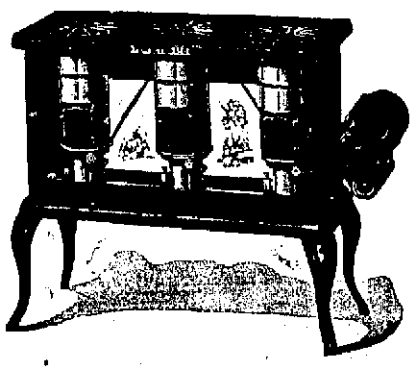
Some years ago, when there was a serious scarcity of water, the city was urged to buy the land. A syndicate of Portsmouth people interested themselves in the fomation of a trout brook, they said, but Mrs. Marston, who was then Mrs. Gibbs, refused to sell. The city then bought the Peverly brook water from Newington. The water at Peverly book is excellent but a soft, flat taste is given it because the brook has not been cleaned and because the water lies for hours in the sun before being piped to this city. This supply now goes into the boilers of manufacturing firms.

John August Heit once had Superintendent Winslow T. Perkins of the Eastern divisio of the Boston and Maine railroad out to the Otis wells to persuade him to buy the land and pump the water to the railroad tracks, less than a mile away, for use in the locomotives. Mr. Perkins recognized the feasibility of the plan urged but the road directors would not stand for the expenditure of money. Now the railroad is said to be havig difficulty in getting water at all.

The area containing the springs is in lowlands bounded on the east by the highlad of Harry J. Freeman of this city. In the land bought from Otis there are two high rocks, situated about fifty yards from each other, which would form the natural ends of a dam. It has been suggested to the city that if a dam were constructed the city would use the Otis springs as a reserve and always have millions of gallons of water stored behind the dam for use in absolute necessity.

Mayor Badger had a force of men at work about the springs yesterday. An expert on water situations is also at work.

COOK ON THE BACK PORCH



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TELEGRAPH BRIEFS

Washington, July 27—Bongo, a volcano in Japan, is defrauding the United States out of duties on raw sulphur every day in year. Custom officials, after a long wrestle with Bongo's case, have decided they cannot do anything about it.

Raw sulphur, as most everyone knows, comes from the crater of a volcano. It is free of duty. Refined sulphur pays $4 a ton. But Bongo's crater is so hot that it refines sulphur as fast as it makes it.

The shrewd men who own Bongo steadfastly refuse to pay duty on the sulphur, and the treasury knows of no way to make them do so.

REPORTED VERY ILL

Winthrop Hoyt of Greenland, a prominent member of the Democratic party, once its candidate for mayor, is reported very ill at his home in that town.

The Herald is for Portsmouth's interests—the best interests of her people, her merchants, her industries. It caters only to Portsmouth and the support of the business men of Portsmouth.

SEC. MEYER AND PARTY SAIL IN SUBMARINE

Newport, July 26—Secretary George von L. Meyer of the navy, who has seen considerable of the workings of the submarines of the third submarine division during the summer and his visits to Newport, tried his hand at sailing under the waters of Narragansett bay this afternoon on board the submarine Octopus, commanded by Ensign A. H. Miles.

Secretary von Meyer was accompanied by Commander G. W. Williams, U. S. N., in charge of the torpedo station, and their guest was Mrs. Robert Goelet and other friends of the secretary who enjoyed the run along the bay and under the sea for a time.

Mrs. Goelet is one of the three women who have been known to try submarines under the sea; Mrs. Longworth, wife of Congressman Nicholas Longworth, when she was Miss Alice Roosevelt tried the under waters of this bay on board the submarine Plunger, now in the waters of Manila, and Mrs. Timmons, wife of Lieut. John W. Timmons of the navy, who went down under Narragansett bay on the Octopus when she was being tried by the naval inspection board four years ago.

Many requests for the privilege of sailing under the Narragansett bay waters have been refused prominent women by submarine commanders in the past. Secretary von Meyer was a guest at the dinner Mrs. Goelet gave Tuesday night.

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Kolynos Tooth Paste 19c
Dr. Tobin's Tooth Paste 25c
Colgate's Floating Bath Soap ..... 5c Cake
Gergen's Violet Glycerine Soap ..... 10c Cake
Cuticura Soap ..... 21c Cake

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WHAT WE SAY IS SO

ALLEGED PICKPOCKET ARRESTED

Passenger at Depot Accuses Michael Lander of Attempt to Pick His Pocket.

The cry of "pickpocket" startled everybody in the railroad station on Wednesday evening just before the departure of the 7:20 train for Boston. It was followed by the flight of a man up the station, with another man after him, and the railroad men taking a hand in the game, soon had the first man caught.

Mr. W. F. Burnham of Reading, Mass., was the man who made the outcry, nd he stated that just as he was boarding the train a man brushed against him and attempted to pick his pocket, but he feelt him and attempted to grab him, but the fellow was too quick. The man accused gave his name as Michael Lander, and he is of Jewish descent, though he claims to have been born in Buffalo.

The police station was notified and Officers Burke and Murphy went down and brought him to the station where he will be held until court this afternoon. The police are of the opinion that he is an old hand at the game.

Ambassadors Bryce and Jusserand Are Expected to Leave Washington

The conclusion of negotiations for treaties of arbitration between the United States and two of the powers will also bring to an end the terms of diplomatic service of their ambassadors now at Washington. James Bryce, the British ambassador, will perform his last act of official importance in signing the Anglo-American arbitration treaty, so also will M. Jusserand, the French envoy. The pending negotiations have been solely responsible for the unusually long retention of M. Jusserand at Washington, based upon the average service of French diplomats, while the treaty's intricacies interested Mr. Bryce so strongly that he voluntarily gave up his intention of resigning last January. It is believed to be the intention of the French government to utilize M. Jusserand's experience in arbitration negotiations toward an arbitration treaty on the lines of the Anglo-French-American one between France and England and France and Germany.

GOV. BASS' ADDRESS

Mr. President and Gentlemen:—

It gives me great pleasure to represent the State of New Hampshire at the Annual Meeting of the State Board of Agriculture, because I am interested, both officially and personally, in the various fields of activity which this board represents. I want to address my remarks today to a subject which is of deep interests to all and of much importance to the State, namely, the question of State highway construction. This is a subject about which there seems to be some confusion, and one whose significance is as yet not fully understood. Let me first briefly outline what the State has undertaken to do and how this policy has developed.

States and Municipalities throughout this country are struggling with the problem of how to construct and maintain roads that will withstand the wear and tear of automobiles at a cost not ruinous to the community. If that problem is important in other parts of the United States, it is even more serious with us, because, being without great financial resources, we have undertaken highway construction on a large scale during an experimental period. I believe in good roads. I know that they are necessary, especially in our State. I am merely mentioning these facts to show the problem we are facing. A problem which must be worked out, not in one or two months, but over a period of years.

There are three kinds of State Roads in New Hampshire.

First, State Highway authorized by special act of Legislature, constructed and maintained entirely by the State.

Second, Trunk Lines, built jointly by the towns and by the State, through means of the $1,000,000 bond issue authorized in 1909.

Third, Those sections of highways in various towns which have been permanently improved with the help of State aid and under the statute passed in 1905.

There are likewise three sources of revenue applicable to the construction and maintenance of the State roads I have just described. First, $1,000,000, a quarter of which is available each year through the sale of $250,000 of bonds annually for the years 1909, 1910, 1911 and 1912. Of this amount the last administration spent $500,000. The $250,000 available during the present fiscal year was spent in trunk line construction prior to the first of January. Under the law none of this fund is available until after the beginning of the next fiscal year, which is on September first. Any trunk line construction undertaken prior to that date is done entirely on money advanced by the towns. The proceeds of the sale of bonds can be used only for the construction of the trunk lines laid out by Governor Quinby, no part of it can be ued for any road maintenance or repairs.

Section 19, Chapter 35, Laws of 1905, as amended, provides as follows:

"But no proceeds (of these bonds) however, shall be used for the maintenance of highways or improvement as herein provided and for the necessary expenditures in the administration of this act."

The second source of funds is an annual appropriation is available with the fiscal year beginning September 1st. It is to be used under the statute for the following purposes in the order named: (I am now speaking in accordance with the opinion of the Attorney-General.

First, to provide for the interest and sinking fund for the trunk line bonds for highway maintenance. Third, for the expenses of the administration of the highway law, including the cost of running the State Engineer's office. And, finally, any sum which remains unexpected after these liabilities have been met is to be applied to the construction of the trunk lines. A considerable portion of this money is still in the treasury, but it has been contracted for and can be and will be used by me only for those purposes specified under the law.

The third source of revenue for State roads is derived from automobile fees. The proceeds of these fees up to the first of May, 1911, was added to the $125,000 State aid appropriation and used for the same purposes mentioned in that act. From January 1, to May 1,1911 they amounted to $26,306.98. The proceeds of the automobile fees after the first of May of this year are applied under the new law, to maintenance of State highway. 65 per cent to be applied to the maintenance of trunk lines, and 35 per cent to the maintenance of those roads which have been permanently improved by the towns and the State jointly through State aid. This automobile money, applicable to trunk line maintenance, to July 1st, amounts to about $11,700. It is being used by the State Engineer for the purpose provided for by law in maintaining and repairing these roads.

The last Legislature passed a law increasing automobiles fees, but this increase does not go into effect until the first of January, 1912, consequently this increased revenue will not be available for maintenance until next year.

On the first of January, 1911, when I came into office there was on account of the $125,000 State aid appropriation, according to a statement furnished me by the State Engineer, a cash balance of $130,546.91. In addition to this amount there has become available since January 1, 1911, for the same purpose, the automobile fees from January 1 to May 1, amounting to $26,306.98, making a total amount available of $156,853.89. Subsequent to the first of January the following items have become a charge against this amount automatically under the laws; $45,111.05 for State aid to towns for the year 1911; $50,000 for sinking fund for trunk bonds already issued; $4,250 for interest on bonds or a total of $99,69.05

Moreover, I have been informed by the State Engineer that there are liabilities already incurred chargeable to this fund more than sufficient to exhaust the balance remaining. These liabilities are for trunk line construction prior to January 1, 1911 unexpected balance for State aid application prior to January 1, 1911, and highway department administration expenses. As will be seen from these figures this financial situation came about as a result of liabilities which had been incurred prior to the time when I came in office, as well as through liabilities which were incurred automatically under our State laws as now in force.

It will be seen that(as I found this appropriation, there was no money available therefrom for the maintenance or repair of any State highway.

In this connection it is interesting to note that since October, 1909, the State has taken on 471 miles additional trunk line highways, and a further liability of over $50,000 for sinking fund and interest on highway bonds, which is chargeable against the $125,00 appropriation. Furthermore, under rulings of the Attorney General, the only money available for State highway maintenance this year is that coming from automobile fees, which is and has been used to preserve our State roads.

These are the only funds available by law for highway construction and maintenance and they are all being used for these purposes.

In administering these laws it has been my purpose to use such sums as the Legislature appropriated for the purpose designated by law and not to spend more money in any fiscal year than the legislature intended should be spent for the construction and maintenance of our highways.

There has been some question as to whether the State can force the towns to maintain those portions of the trunks lines already designated but not yet built. In an opinion recently handed down, the Attorney General says:

"Under Sect. 20, Ch. 155, Laws of 1909, I do not think it is within the power of the Governor and Council to force cities and towns to maintain and repair those parts of designated trunk lines which have not, as yet, been constructed out of the joint fund."

The only method to force the proper maintenance of such unbuilt portions of the trunk lines is by indictment. A method not likely to bring immediate action. The Council and I have already, by repeatedly appealing to some of these towns, induced them to take action and repair the stretches of unimproved trunk lines and we believe that before long these stretches will be in fair shape.

In my message to the last Legislature I called its attention to the question of creating a permanently highway commission, and strongly emphasized the fact that more systematic attention and more money was necessary to take care of those roads which we have already built. I expressed my conviction that this should be done to various members of that committee of the house which had the highway bills under consideration and never expressed any other opinion. No such action was taken, however.

Further investigation and experience merely confirms me in my opinion that the care and supervision of highway construction and maintenance should not be continued in the hands of the Governor and Council, but should rest with a permanent board who may profit by the experience of succeeding years and carry out a continuous, definite policy for the whole State.

Under these conditions it is not astonishing if some people in the State have endeavored to make political capital of the difficulties inherent in the situation. In such efforts I am not interested but I am grateful for my action that will arouse public interest in our highway problem for the situation is going to get worse before it gets better, and I am speaking to you on this subject today, because I believe it behooves us all to get together and work out the problem carefully, constructively and, if possible, without any undue burden of taxation on any one community. At present my duty is to carry out the provisions of the law as it exists and make the money available, inadequate though it may be, go as far as possible.

The main problem, however, remains and will remain. First, how to raise the money necessary for the adequate maintenance of our State roads. Secondly, to secure the best working plan for the permanent maintenance of these roads. At these problems I am now at work securing such expert assistance as I can, both in and out of the State.

A new lot of window screens only 28 cents each at W E. Paul's, Market street

HOURS OF LABOR

What the trade unions in the various European countries have accomplished in reducing the hours of labor may be seen in the international statistics complied for the London Times. Twenty-five years ago the 12 hour day was the rule rather than the exception in most occupations Today it is the exception, the average being nearer 10 hours. Uniformity of course does not prevail, either throughout the trades or in the different countries, but the general trend toward fewer hours is distinctly visible.

There are approximately 8,000,000 organized laborers in the United Kingdom and in the other European countries. Without organization most of them would still be working 12 or more hours a day. The hours are quite long enough now, as may be seen from this little summary.

Austria—Legal maximum 11 hours, but often exceeded under permit.

Germany—Eight hours for underground miners, eight to 10 hours for state railway employes, nine to ten hours for factory workers and in the building trades.

Italy—Ten to 11 hours in factory- tories and workshops.

Belgium—Nine to 11 hours.

France—Nine to 11 hours, 12 to 15 hours in unorganized trades.

Netherlands—Ten to 11 hours in most industries.

Denmark—Nine to 16 hours.

Everywhere the hours are shortest where organization is strongest.—

Escaped the Bullets.

Dr. James Craik, who was Washington's family physician, was with the Father of His Country in the expedition against the French and Indians in 1754, and the next year he attended General Braddock in his fatal campaigning. Fifteen years later, while exploring wild lands in the western districts of Virginia, Dr. Craik encountered a band of Indians led by an aged chief, who informed the physician through an interpreter that he had made a long journey to see Colonel Washington, at whom in the battle of Monongahela he had fired his rifle fifteen times and ordered all his young men to do the same. In fact, Washington had two horses killed under him that day, and his coat was pierced with four bullets, yet he left the battlefield unscratched.

A Chemical Experiment.

When the genial Quaker, Isaac T. Hopper, met a boy with a dirty face or hands he would stop him and inquire if he ever studied chemistry. The boy, with a wondering stare, would answer, "No."

"Well, then, I will teach thee how to perform a curious chemical experiment," said Friend Hopper. "Go home, take a piece of soap, put it in water and rub it briskly on thy hands and face. Thou hast no idea what a beautiful froth it will make and how much whiter thy skin will be. That's a chemical experiment. I advise thee to try it."—Life of Isaac T. Hopper.

Ancient History.

"I'm satisfied," said the young man who was just home from college, "that the science of electricity was understood before the flood."

"Don't be a fool," snorted the old gentleman.

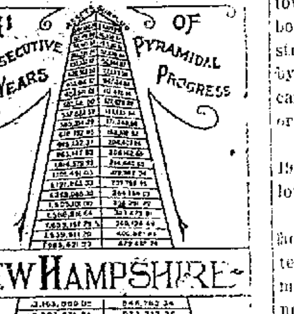
"Beg pardon, but Noah must have certainly used some kind of an ark light."

Warned.

Engaged Man—Love me? Why, she actually counts the kisses I give her! Cynical Friend—That's bad. She may keep it up after your marriage.—Boston Transcript.

Harsh physics react, weaken the bowels, cause chronic constipation. Doan's Regulets operate easily, tone the stomach, cure constipation. 25c. Ask your druggist for them.

THE COMPANY WITH THE PYRAMID



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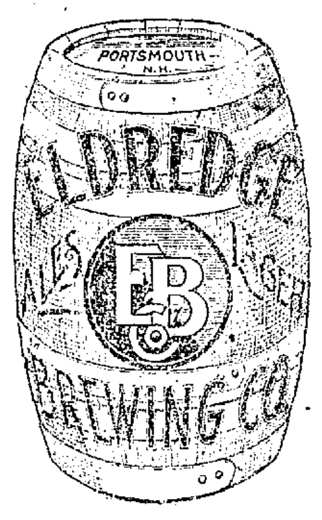

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TIMES BUILDING, OPP. POSTOFFICE.

MESSAGE ABOUT CONTROLLER BAY

President Answers Critics of His Elimination Order.

THE "DICK TO DICK" LETTER.

No Trace of It In the Files or Elsewhere—Charles P. Taft Never Heard of Controller Bay Railroad, President Says, Until Very Recently.

Washington, July 26.—President Taft today sent to the senate a message concerning the Controller bay affair and the reduction of the area of the Chugach national forest reserve to permit the Controller Bay Railway and Navigation company to acquire land on the bay to be used as terminals for a railway line to the Bering coal fields, twenty-five miles away. The message is in response to a resolution passed by the senate June 27 last, which asked for copies of all departmental orders, maps, surveys, letters, reports and official documents in the case. Copies of these documents accompany the message.

The executive order of Oct. 28, 1910, referred to in the resolution was in the terms following:

CHUGACH NATIONAL FOREST, ALASKA.

Under authority of the act of congress of June 4, 1897 (30 Stat., 11, at 34 and 36), and on the recommendation of the secretary of agriculture it is hereby ordered that the proclamation of Feb. 23, 1909, enlarging the Chugach National forest be modified to reduce the area of such national forest by eliminating therefrom the following described tract, containing approximately 12,800 acres of land, which has been found upon examination to be not chiefly valuable for national forest purposes:

Beginning at a point where the meridian of longitude 144 degrees, 5 minutes west crosses the coast line of Controller bay, thence north along said meridian line to the parallel of latitude at 60 degrees 10 minutes north, thence west along said parallel to a point where the same crosses the coast line at or near the mouth of Bering river and thence along the coast to the place of beginning.

The tract above described is hereby restored to the public domain.

WILLIAM H. TAFT.

The White House, Washington, Oct. 28, 1910.

The president declares that the order does not permit the Controller Bay Railway and Navigation company to secure a monopoly of the Controller bay harbor as, under the law, a strip eighty rods wide must be left between each entry, having a frontage of 160 rods on navigable water. The law also keeps the control of the shore, which includes the flats lying between high water and low water, under the direction of congress. This provision, says Mr. Taft, fully protects the public and absolutely prevents any individual or corporation from acquiring a monopoly.

In regard to the "Dick to Dick" letter, in which there is a reference to Charles Taft, the president denies that his brother ever spoke to him concerning Controller bay, Richard S. Ryan or any grant in Alaska. He says that the letter in question cannot be found in the files of the government, and he refers to it as a "wicked fabrication." He declares that his brother never heard of Controller bay until the president sent him a cablegram regarding the subject.

Possible Harbor In Controller Bay.

The message describes the location of Controller bay, which was originally included in the Chugach forest reserve. For a time it was thought that the water of the bay was too shallow to make it valuable as a harbor, but in 1907 a channel was discovered extending into the bay about seven miles. The tract taken from the forest reserve by the president's order covers 12,800 acres in a triangular form, the side along Controller bay being between six and seven miles long, which covers the channel mentioned.

The president's message then says:

All the territory surrounding Controller bay was included in the Chugach forest reservation in 1909 by a proclamation of President Roosevelt. The importance of Controller bay is that it lies about twenty-five miles from very valuable coal deposits, known as the Bering coal fields. Katalla bay is to the west of Controller bay and almost immediately adjoins it. It is an open roadstead, upon the shore of which an attempt was made by the Morgan-Guggenheim syndicate to establish a railway terminal and thence to build a road to the Bering coal fields, already mentioned. The attempt failed for the reason that the breakwater protecting the terminals was destroyed by storms and the terminals became impracticable. Some fifty miles or more farther west of Katalla bay is the mouth of the Copper river, where there is an excellent harbor, on which is the town of Cordova. There the Copper River railroad, owned by the Morgan-Guggenheim interests, has its terminals, and the line runs to the northeast along the Copper river and has nearly reached certain rich copper mines in the interior. A branch from this main line is projected to the Bering coal fields and is feasible.

When the channel in the Controller bay was discovered Mr. Tittman, superintendent of the coast survey, as shown by his letter in the record, was of opinion that it was of great value and ought to be maintained as a national reservation because of its proximity to the coal fields. His letter was submitted by the secretary of commerce and labor to the secretary of the interior, who invited the comment of the director of the geological survey. That officer replied that the harbor was a poor one and that it would not be as good for a naval reservation as one already selected, but that he thought that private capital ought to be encouraged to construct a railway from the channel over the mud flats to the shore and thence to the coal fields.

Captain Pillsbury of the army engineers in a report in the record made in 1907 mentions three possible objections to Controller bay—first, that the surrounding islands may prove to be so low as not fully to protect the channel; second, that the flats extend two or three miles from the shore, and, third, that ice formed in the rivers entering the bay and, affected by tidal currents, may destroy structures put upon the flats and especially a long trestle built over them.

Ryan Asks For Land.

In December, 1909, Richard S. Ryan, representing the Controller Railway and Navigation company, applied to Mr. Pinchot, the then forester, for an elimination from the Chugach forest reservation of a tract of land to enable his company to secure railroad terminals, bunkers, railroad shops, etc., on the northwest shore of Controller bay. This application was referred by the associate forester to the district forester at Portland, Ore., and by him to the forester in Alaska. The result of these references and the application was that early in 1910 Mr. Graves, who had in the meantime become forester, reported that there was no objection from the standpoint of forestry interests to the elimination of the tract indicated or, indeed, of 18,000 acres on the northwest shore of Controller bay.

The attention of the navy department was invited by the forestry bureau to the proposal to open the shore of Controller bay to entry and occupation, and inquiry was made whether the navy department desired to use Controller bay as a reservation and whether it objected to its being opened up. The answer was in the negative.

The matter was considered by the forestry bureau, by the secretary of agriculture, by the secretary of the interior and by the general land office and the result was a recommendation to me in May, 1910, that an elimination be made of 320 acres with a frontage of 160 rods on the northwest shore of Controller bay.

I considered the whole case in August, 1910, and directed that the 320 acres, recommended by both departments, be eliminated as recommended. The question finally came before the cabinet late in October. After a full discussion of the matter and after a consideration of the law I expressed dissatisfaction with the order because it purported on its face to make the elimination for the benefit of a railroad company of a tract of land which the company could not secure under the statute, for it was a tract 320 acres in one body when only 160 acres could be thus acquired. In the second place, I preferred to make a much larger elimination of a tract facing the entire channel and with sufficient room for a terminal railway town.

I was willing to do this because I found the restrictions in the law sufficient to prevent the possibility of any monopoly of either the upland or the harbor or channel by the Controller Railway and Navigation company or any other persons or company.

It had been originally suggested by the forestry bureau that 18,000 acres might safely be eliminated so far as forestry purposes were concerned, but fear had been expressed by one of the district foresters that such a large elimination would offer an opportunity to the company to use land scrip and acquire title to extensive town sites and the result of the joint consideration of both departments had been the reduction to 320 acres.

Assumes All Responsibility.

I wish to be as specific as possible upon this point and to say that I alone am responsible for the enlargement of the proposed elimination from 320 acres to 12,800 acres and that I proposed the change and stated my reasons therefor, and, while both secretaries cordially concurred in it, the suggestion was mine.

The statement of Mr. Ryan, who had been properly vouched to the forester by two gentlemen whom I know, Mr. Chester Lyman and Mr. Fred Jennings, and who had produced a letter from a reputable financial firm, Probst, Wetzler & Co., was that the railway company which he represented had expended more than $75,000 in making preparations for the construction of a railway from Controller bay to the coal fields, twenty-five miles away, but that they were obstructed in so doing by the order reserving the Chugach forest reservation, which covered all of the Controller bay shore. He, as well as Probst, Wetzler & Co., gave every assurance that the Copper River Railway company, owned by Messrs. Morgan and Guggenheim, had no connection with them and that they were engaged in an independent enterprise in good faith to build an independent railroad. No evidence to the contrary has been brought to my attention since.

Of course it was possible that the owners of the Copper River Railway company might attempt to buy this railroad when and if it was built. It was possible that Mr. Ryan was acting in the interests of the Copper River railroad, although I did not believe it.

Protected by Congress.

If a railroad was to be constructed from Controller bay to the Bering coal fields it was perfectly evident that there must be a terminal town on the shore of Controller bay, and I was therefore glad and anxious to throw it open to entry and settlement as one important step in encouraging railroad enterprise. I was certain that congress had provided in the statutes affecting the entry and settlement of land in Alaska limitations which would prevent the possibility of the exclusive appropriation of the harbor and channel of Controller bay or its shores or upland to any one railroad. This I propose now to show.

The only practicable method for securing title from the government in such a tract as this after its elimination is by the use of what is called "soldiers' additional homestead right" evidenced by scrip. The statutory limitations upon this method of acquiring title are threefold:

First.—No more than 160 acres can be entered in any single body by such scrip.

Second.—No location of scrip along any navigable waters can be made within the distance of eighty rods of any lands along such waters, and no entry can be allowed extending more than 160 rods along the shore of any navigable water, and along such shore a space of at least eighty rods must be reserved from entry between all such claims.

Third.—Nothing in the act contained is to be construed to authorize entries to be made or title to be acquired to the shore of any navigable waters within said district.

Under the first limitation the navigation company and every other person is prevented from locating more than 160 acres in one body. By the construction of the land department, as shown in the record, this requires a separation between any two entries by the same person or in the same interest of a tract of forty acres. This would prevent the possibility of any one person or any one interest acquiring an entire tract like that of 12,800 acres.

Frontage Held by Government.

The second limitation is important in that it prevents the entry of claims at any point on the shore having a greater frontage than half a mile and requires that between that and the next claim taken up there shall be a frontage reserved to the public and kept in public control of a quarter of a mile. The consequence is that in the seven miles of the frontage of this eliminated tract there must be reserved for government control and use and such disposition as congress may see fit to make and free from private appropriation a frontage aggregating two and three-quarter miles and so distributed along the shore in frontages of eighty rods as to make certain of a public frontage of this width having all the advantage that any private frontage can have. In other words, if a tract with a half mile frontage is located at a particularly advantageous place with reference to the harbor then on each side of that frontage must be reserved to the public a frontage of a quarter of a mile, or a half mile in all, for public uses.

These two restrictions necessarily prevent a monopoly of land abutting on the shore, and as they necessarily prevent a monopoly by any one locator or in the interest of any company for whom locators are acting they take away the motive for the acquisition of land and frontage merely for the purpose of excluding other companies and possible competitors and tend to confine locators to the acquisition of land to be profitable in its use.

Since the executive order was issued, Oct. 28, 1910, there have been four locations under soldiers' scrip, three of them of 160 rods each along the bay, separated by two divisions of eighty rods. I shall assume that all of them are in the interest of the Controller Railway and Navigation company. None of them has been approved or passed to patent, but I shall assume they can be passed to valid patent.

Frontage Left Open.

Of the shore frontage unlocated which may be appropriated by scrip there remain six frontages of 160 rods each on the shore of the tract opened by the executive order facing the bay and channel, and in addition at least two and three-quarter miles of frontage distributed in eleven eighty-rod strips, subject to public use and the disposition of congress. There is thus ample room for many other railroads to reach high water mark on Controller bay and there to acquire tracts for terminals. Of the 12,800 acres the entries in area have covered only 909 acres, and all the rest is available for scrip location under the provisions of the act.

There is a third reason why the opening of this tract to settlement and limited private appropriations cannot lead to a monopoly in the Controller Bay company or any one else. The distance from the dry land—i. e., the shore land—the line of high water mark—to the line of low water mark is between two and three miles, and the distance to deeper water is about a mile farther, making it necessary, if a harbor is to be reached and used, to construct a viaduct or trestle three or four miles long from the shore to the channel. This tidal flat is owned by the United States, and the acquisition under the public land laws of tracts on the shore abutting these tidal flats gives no right or title to those flats. This would be the law if the statute was silent on the subject, but not only the statute of 1898 but also the amending statute of 1903 expressly imposes the restriction that no title or right can be obtained under the act in the shore of a navigable body of water.

I submit to all fair minded men who may have been disturbed over the charges made in respect to the executive order of Oct. 28, 1910, that it has been demonstrated by the foregoing that no public interest has suffered from its issue, that great good may come from it and that no dishonest or improper motive is needed to explain it. I might, therefore, stop here; but, rather, for the purpose of the moral to be drawn from them than to vindicate the order, I propose to consider the attacks upon the order that hysteria or rancor has prompted.

Order Was Made Public.

The charge has been made that this was a secret order and that though it was made in October, 1910, no one knew it until April, 1911. This is utterly unfounded. The statement of Mr. Vernon, the correspondent of the Post-Intelligencer of Seattle, a newspaper of wide circulation among a people most interested in Alaska, shows that ten days before the order was made news of the details of Ryan's application and the probability of its being granted was given wide publicity. It further appears from the records of the interior department that the evening the order was signed, Oct. 28, 1910, a full notice of the issue of the order and its details was furnished by the department to all correspondents in the form of a news bulletin. Finally the agent of the Associated Press certifies that at 7:24 p. m., Oct. 28, 1910, there was sent out by that association to all its newspaper clients a telegram taken from a typewritten statement issued by the interior department as follows:

Washington, Oct. 28.—Approximately 12,100 acres of land in the Chugach National forest, Alaska, have been restored by the president for disposition under appropriate land laws, according to information made public today by the interior department. These lands are situated on the coast line of Controller bay, in southern Alaska, near the Cunningham claims, and have been found upon examination to be of little value for forestry purposes.

It would be difficult to prepare an advertisement more informing to the public or more likely to attract the attention of all likely to desire acquisition of land on Controller bay. On the 29th the chief forester sent a telegram making a similar announcement to his district forester at Portland, Ore.

The order has been attacked on the ground that it did not contain a provision delaying its taking effect for thirty days after its publication, as orders restoring land to settlement by homesteaders frequently do. An examination of the record furnishes an explanation of this feature of the order as made. When in October the two departments had agreed, with my acquiescence, that the order should be an elimination of only 320 acres an order describing the 320 acres, directing its restoration to settlement and containing the usual provision postponing its taking effect thirty days was prepared in the forestry bureau and forwarded to the interior department. There it was deemed wiser to spread on the face of the order a specific declaration that it was made to afford terminals for the Controller Railway and Navigation company, and as no one else was expected to intervene and take up any part of the eliminated tract the restoration was made immediate.

Approved by Secretary.

The form thus amended was submitted to the secretary of agriculture, who expressed his preference for the immediate restoration order through his solicitor's memorandum on the face of the order, as follows:

Mr. Clements, Assistant Attorney In the Interior Department—We think this O. K. The secretary says it is the direct way and appeals to him.

GEORGE P. McCABE.

The idea of the secretary doubtless was that the short form of order was preferable because on its face it was directly indicative of the purpose to secure an opportunity to the railway company by proper entry to settle on the land eliminated, and as no one else was expected to intervene no postponement was needed. Accordingly when the case came for decision in the cabinet the order was without any postponement clause. This was the form sent me for my signature by the acting secretary of the interior department.

When I directed the striking out of the reference to the railway company and the enlargement of the area from 320 acres to 12,800 acres the form of the order in its provision for immediate restoration was not changed. I have no doubt that this was the reason why the order issued took the form it did. Had the postponement clause been suggested I would doubtlessly have directed it to be embodied in the order. But the event has proven that it was really not important in this case, for in now nearly nine months only the Controller Railway Navigation company has made any scrip entries on the eliminated tract, and this although 11,000 acres and three miles of water front still remain open to entry and there are several different railway companies in addition to the Controller Railway and Navigation company that had filed locations for rights of way in the vicinity in the last two years who have had to the last nine months the fullest notice of their opportunity if they wished to enter on this land.

The "Dick to Dick" Letter.

Before closing I desire to allude to a circumstance which the terms of this resolution make apt and relevant. It is a widely published statement attributed to a newspaper correspondent that in an examination of the files of the interior department a few weeks ago a postscript was found attached to a letter of July 13, 1910, addressed by Mr. Richard S. Ryan to Secretary Ballinger—and in the present record—urging the elimination of land enough for terminals for the Controller Railway and Navigation company. The postscript was said to read as follows:

Dear Dick—I went to see the president the other day. He asked me who it was I represented. I told him, according to our agreement, that I represented myself. But this didn't seem to satisfy him. So I sent for Charlie Taft and asked him to tell his brother, the president, who it was I really represented. The president made no further objection to my claim. Yours,

DICK.

The postscript is not now on the files of the department. If it were, it would be my duty to transmit it under this resolution. Who is really responsible for its wicked fabrication, if it ever existed, or for the viciously false statement made as to its authenticity is immaterial for the purposes of this communication. The purport of the alleged postscript is and the intention of the fabricator was to make Mr. Richard S. Ryan testify through its words to the public that although I was at first opposed in the public interest to granting the elimination which he requested, nevertheless through the undue influence of my brother, Mr. Charles P. Taft, and the disclosure of the real persons in interest I was induced improperly and for the promotion of their private gain to make the order.

The statement in so far as my brother is concerned—and that is the chief feature of the postscript—is utterly unfounded. He never wrote to me or spoke to me in reference to Richard S. Ryan or on the subject of Controller bay or the granting of any privileges or the making of any orders in respect to Alaska. He has no interest in Alaska, never had and knows nothing of the circumstances connected with this transaction. He does not remember that he ever met Richard S. Ryan. He never heard of the Controller Bay railroad until my cablegram of inquiry reached him.

Mr. Ballinger says in a telegram in answer to my inquiry that he never received such a postscript and that he was in Seattle on the date of July 13 when it was said to have been written.

Mr. Richard S. Ryan, in a letter which he has sent me without solicitation, says that he never met my brother, Mr. Charles P. Taft, and that so far as he knows Mr. Charles P. Taft never had the slightest interest in Controller bay, in the Controller Railway and Navigation company or in any Alaskan company, and he utterly denies writing or signing the alleged postscript. The utter improbability of his writing such a postscript to Mr. Ballinger at Washington when the latter was away for his vacation for two months must impress every one.

The fact is that Mr. Ballinger never saw the letter of July 13, 1910, to which this postscript is said to have been attached. It was sent to me by Mr. Carr, Secretary Ballinger's private secretary, at Beverly, on July 14—the next day. I read the letter at Beverly in August with other papers and sent them to the White House. It was placed upon the White House files and remained there until April 22, 1911, when it was, by request of Secretary Fisher, for use in connection with his answer to a senate inquiry, returned to the interior department, and it was after this that the correspondent is said to have seen the letter with the postscript attached. Mr. Carr saw no such postscript when he sent the letter to me. I did not see it when I read it. No one saw it in the executive office, but it remained to appear as a postscript when it is said that the correspondent saw the letter in April or May on the files of the interior department. All others were denied the sight.

The person on whose statement the existence of what has been properly characterized as an amazing postscript is based is a writer for newspapers and magazines, who was given permission by Secretary Fisher, after consultation with me, to examine all the files in respect to the Controller bay matter, and this under the supervision of Mr. Brown, then private secretary to the secretary of the interior. After the examination, at which it is alleged this postscript was received from the hand of Mr. Brown, the correspondent prepared an elaborate article on the subject of this order and Controller bay, which was submitted to Mr. Fisher and which was discussed with Mr. Fisher at length, but never in the conversation between them or in the article submitted did the correspondent mention the existence of the postscript. Mr. Brown states that there was no such postscript in the papers when he showed them to the correspondent and that he never saw such a postscript. Similar evidence is given by Mr. Carr and other custodians of the records in the interior department.

Stronger evidence of the falsity and maliciously slanderous character of the alleged postscript could not be had. Its only significance is the light it throws on the bitterness and venom of some of those who take active part in every discussion of Alaskan issues. The intensity of their desire to besmirch all who invest in that district and all who are officially connected with its administration operates upon the minds of weak human instruments and prompts the fabrication of such false testimony as this postscript. I dislike to dwell upon this feature of the case, but it is so full of a lesson that ought to be taken to the heart of every patriotic citizen that I cannot pass it over in silence.

When I made this order I was aware that the condition of public opinion in reference to investments in Alaska, fanned by charges of fraud, some well founded and others of an hysterical and unjust or false character, would lead to an attack upon it and to the questioning of my motives in signing it. I remarked this when I made the order, and I was not mistaken. But a public officer when he conceives it his duty to take affirmative action in the public interest has no more right to allow fear of unjust criticism and attack to hinder him from taking that action that he would to allow personal and dishonest motives to affect him. It is easy in cases like this to take the course which timidity prompts and to do nothing, but such a course does not inure to the public weal.

I am in full sympathy with the concern of reasonable and patriotic men that the valuable resources of Alaska should not be turned over to be exploited for the profit of greedy, absorbing and monopolistic corporations or syndicates. Whatever the attempts which have been made, no one, as a matter of fact, has secured in Alaska any undue privilege or franchise not completely under the control of congress. I am in full agreement with the view that every care, both in administration and in legislation, must be observed to prevent the corrupt or unfair acquisition of undue privilege, franchise or right from the government in that district. But every one must know that the resources of Alaska can never become available either to the people of Alaska or to the public of the United States unless reasonable opportunity is granted to those who would invest their money to secure a return proportionate to the risk run in the investment and reasonable under all the circumstances.

On the other hand, the acrimony of spirit and the intense malice that have been engendered in respect of the administration of the government in Alaska and in the consideration of measures proposed for her relief and the wanton recklessness and eagerness with which attempts have been made to besmirch the characters of high officials having to do with the Alaskan government and even of persons not in public life present a condition that calls for condemnation and requires that the public be warned of the demoralization that has been produced by the hysterical suspicions of good people and the unscrupulous and corrupt misrepresentations of the wicked. The helpless state to which the credulity of some and the malevolent scandal mongering of others have brought the people of Alaska in their struggle for its development ought to give the public pause, for until a juster and fairer view be taken investment in Alaska, which is necessary to its development, will be impossible, and honest administrators and legislators will be embarrassed in the advocacy and putting into operation of those policies in regard to the territory which are necessary to its progress and prosperity.

WILLIAM H. TAFT.

The White House, July 26, 1911.

Evolution of the Nursing Bottle.

The original nursing bottle was a cow's horn, to the small end of which were sewed two pieces of leather, as a finger of a glove, and the infant drew its nourishment between the stitches. According to Dr. D. Forsyth, fifteenth century mothers used to nurse their babies for close upon three years, a duration still customary among the Japanese and Greenlanders. In the time of the Stuarts it had declined to between eighteen months and two years. In the time of the Georges it fell to one year, and now he reckoned the average as eight months. During the Hanoverian period the practice of feeding babies artificially became somewhat common. Cow's milk was not then considered just the food for a baby deprived of its mother's milk, and the substance called "pap" was introduced through the cow's horn. "Pap" was a mixture of crust soaked water and sugar. A baby that thrived on it was usually one of rare constitution. The nursing bottle with a long rubber stem succeeded the cow's horn, and by degrees the comparative sanitary feeding bottle of today was introduced.—New York World.

An Island in a Cloud.

White island, thirty miles to the northeast of New Zealand, is perhaps the most extraordinary island in the world. It is an enormous mass of rock nearly three miles in circumference, rising 900 feet above the sea, and is perpetually enveloped in dark clouds, which are visible for nearly 100 miles. The island consists almost entirely of sulphur, with a small percentage of gypsum. Some years ago an attempt was made to float a company to work the sulphur, which is of high quality, but sufficient capital was not subscribed. Therefore the export of sulphur from White island is still very small. In the interior is a lake fully fifty acres in extent, the water of which has a temperature of 110 degrees F. and is strongly impregnated with acids. On one side of this lake are craters from which steam escapes with great force and noise. This steam and the vapor from the lake form the dark cloud that envelops the island.

West Indies English.

The moot question as to why English is spoke as she is has apparently been settled by a colored mammy of the old school. In a recent visit to the West Indies she accompanied her mistress and after returning regaled her envious neighbors with vivid accounts of her travels.

"In dem Wes' Indies," she remarked, "dey don' talk Unaited States. No, suh, dey don'. Dey talks foreign an' English—English, yes, suh. An' dat English dah ain't de same as what we all talks. No, suh. Dey says down dah, dey says, 'ahn't' for 'ain't' and 'cahn't' for 'can't' an' such like doin's. Yes, suh. An' you wan' to know how come dey talk dat fool talk? Why, suh, when he English done busted away f'um de Unaited States dey was so 'shamed dey'd evah belonged to us dat dey tried to get eben, an' jes' out'n spite doy done change de pronouncement of de whole language."—St. Louis Republic.

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Editorial 28 Business 37

Entered at the Portsmouth, N. H. postoffice as second-class mail matter.

For PORTSMOUTH and PORTSMOUTH'S INTERESTS

THURSDAY, JULY 27, 1911.

USE WHAT YOU HAVE.

Few people, either rich or poor, make the most of what they possess. In their anxiety to increase the amount of means for future enjoyment they are too apt to lose sight of the capability of their means for the present.—Leigh Hunt.

ANOTHER EXAMPLE.

The news that the armored cruiser Washington had come direct from the lower harbor, and had entered the dry dock, and all without the aid of countless tugs, would be the kind that Collier's Weekly and certain other papers would pass over in connection with this navy yard. They don't want to see that there is a dry dock at a navy yard, and the only one, where a ship coming direct from sea can steam up the river and with no other than the yard pilot, poke her nose into the finest dry dock in the country, and shortly after be resting on the blocks with her crew busy cleaning her hull. The sight creates no comment at this yard where it is a common occurrence, but elsewhere it would be made great capital of.

It is only one of the many things that mean that the Portsmouth navy yard will exist as a first class yard, after others have long since passed into the second rate stations.

BIRD'S EYE VIEWS

The Ellis milk bill possibly will just skim through over the veto of Governor Foss.

"A barrel of fun" hardly described the experience of the man who went over Niagra Falls.

The granting of the final divorce decree forces Nat to say to Edna Goodrich Goodwin Goodbye.

If sympathetic listeners are desired, Lillian Graham is advised to tell her pitiful story of kidnapping to the marines.

In substituting Switzerland for Italy the Chamber of Commerce party perhaps wants to get a few pointers from the Swiss navy.

The fitness of things emands that Admiral Togo visit the scene of the Russo-Japanese peace conference in connection with his visit to Boston.

The Kiess comet discovered July 7 by the Lick observatory, bids fair to become a rival in popularity among the lovelorn to Mister Moon.

Attorney General Swift is now on the hot-foot after the shoe manufacturers. May he catch them without being obliged to don seven league boots.

Wellman and his conferers are not yet ready to believe that crossing the Atlantic in a dirigible balloon is exactly as feasible as lifting one's self by one's boot straps.

A typewriter seems to be the only thing missing from the equipment of the yacht of James B. Hammond, the veteran typewriter manufacturer who is just starting on his "twenty seven cruise."

AMONG OUR EXCHANGES

The Knocker

Perhaps the most uncomfortable—and the word is used in an objective, as well as a subjective, sense—person in any community is the chronic knocker. Not content with making himself miserable, he seems to lie awake nights, devising ways and means for making others as miserable as he himself delights in being. The town or city in which he lives has little or nothing to commend it, from his point of view—and he knows, because he takes especial pains to discover and advertise its shortcomings. If it has merits, he knows nothing of them, because he has been totally absorbed in the other side of the ledger. He chooses to ignore the fact that the city or town in which he works or does business is furnishing him with a livelihood and such comforts of life as he might enjoy if he would; and that, in the majority of cases, he is at liberty to get out and go elsewhere when conditions become intolerable. The community would not suffer seriously by reason of his departure. Some one else would come and take his place, probably without encountering half the difficulties that he encounters in his mind.

Thank heaven, the chronic knocker is not common in Manchester, nor, for that matter, in New Hampshire. The atmosphere of this state is not suited to his temperament. Either he finds himself assimilated into the vast majority who, while recognifiing such faults as may exist, try to correct them, duly appreciating and enjoying the many advantages in the meantime, o he finds it convenient to go away. In the latter event, he is apt to come back a changed individual, having learned from experience that the advantages hereabouts compare very favorably with those to be found elsewhere, while the disadvantages are all but negligible by comparison. If, however, he proves incorrigible, he generally stays away and goads some community to the plan adopted by the citizens of Seattle a few days ago, when they bore through the streets a huge hammer, symbolic of the man who sees no good in anything, and burned the emblem of the knocker as a hint to the disagreeable element represented by it.—Manchester Union.

The Spineless Cactus

For a good many years Mr. Luther Burbank of Santa Rosa, Cal., has held in popular repute the uncontested place of agricultural, horticultural and florential expert. He has recently been associated with the Department of Agriculture at Washington and the clash is immediate.

Mr. Burbank in his private capacity found out how to breed the utterly useless and always offensive cactus of the plains in a form edible by stock. He got rid of the thorns so that cattle could eat it.

Now the Department of Agriculture announces that its agents have discovered a process "just as good"; and Secretary Wilson advices that the official determination take precedence over that of Mr. Burbank.

This is fol-de-rol. Burbank has shown us how to produce stoneless prunes. He has given us varieties of potatoes, of apples, peaches and pears, of other vegetables and of new fruit; and he is measurably justified in declaring that his cactus is "the most valuable improvement in vegetable life during the centuries, fully equal in importance to the discovery of a new continent."

The protest of Luther Burbank against the derogation of those whom he calls the "pin-headed employers" of the Department of Agriculture is not to be disregarded. The only question, as the public egards it, is whether the increased production of fruit under the Burbank system maintains the flavor and excellence demanded by our consumers. In this it is held to be lacking. Who can get today the oranges he used to buy.—Boston Post.

THE TRUE TEST

Tried in Portsmouth, It Has Stood the Test

The hardest test is the test of time, and Doan's Kidney Pills have stood it will in Poresmouth. Kidney sufferers can hardly ask for stronger proof than the following:

Clinton R. Hurd, 136 Hill St., Portsmouth, N. H., says: "I have no hesitation in verifying the statement I gave for publication in 1905, recommending Doan's Kidney Pills, as the cure they effected has been permanent I suffered from sharp pains in my back and was often unable to arise from a chair without assistance. I felt tired all the time and there was soreness across my loins. The contents of one box of Doan's Kidney Pills, obtained at Philbrick's Pharmacy brought me great relief and I continued taking this remedy until I was cured. I now recommend Doan's Kidney Pills at every opportunity."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

FIFTY YEARS AGO TODAY

Gleanings From Files of Portsmouth Chronicle

The Claremont Eagle state that on Friday June 19 a storm of wind hail and rain accompanied by vivid lightning and heavy thunder came up from the southwest. The ligthning struck a tree in that village and the rain fell in torrents for two hours but the severity of the storm was experienced at North Charlestown. A great many acres of promising corn potatoes, oats and other grains were nearly or quite ruined, and meadows of standing grass were flooded and spoiled. The fields and the woods were white with hail and looked the picture of desolation where but a few moments before all was smiling beauty and luxuriance.

* * *

One of our citizens was severely bitter on Friday by a large dog which rushed out at him from a ship. The injuries were such as to call for a surgeon to dress the wound. Speaking of dogs it is true some have lost their lives under the revival of the dog law in Portsmouth within the last four weeks; and it is also true, per contra the seventeen litll juvenile dogs have come to town within the same in three litters in a single neighborhood of no great extent.

Two recruiting agencies have been opened in this city and on Friday afternoon twenty-six men had enlisted for three years or for the war. Of these eighteen have connected themselves with the "Elleworth Guards" which it is intended shall be composed as far possible of the same materials as Col. Ellsworth famous regiment—under command of Capt. W. Cornelius.

* * *

We have already mentioned the attempt to set fire to a large quantity of lumber on the wharf of Mr. W. D. Fernald of the North End, on Wednesday evening. About 11 o'clock, a fluid lamp was discovered under a pile of green hemlock boards having burnt a place a few inches square. If the lumber had been dry this would probably have caused another extension conflagation. The lamp is at the city rooms.

* * *

The Manchester Mirror states that the 3rd Regiment will rendezuous at Camp Union, Concord. The troops will not occup the old barracks, but new tents are to be provided for them and the camp will be in readiness the latter part of next week.

Clash Near in Canada

Yesterday's decision of the Canadian Conservative caucus to force an appeal to the country on the reciprocity issue was to be expected. They could not well accept the alternative Sir Wilfred Laurier so bluntly offered them, of ceasing their obstruction and allowing the reciprocity bill to come to a vote. It is evident, however, that they are getting ready for the fray with heavy hearts. Time has helped the government. Leader Borden's tour of the Northwest has brought small comfort to his followers; the demonstration which marked Sir Wilfred's return from London proved once more the great hold he has on the Canadian people, and the passage of the reciprocity bill at Washington has brought the matter before the Canadian people in a way that makes it likely that most of those who hesitated, will now cast their votes for ratification. They have been tying for half a century to renew the reciprocity arrangement, and here is the chance at last to take it.

The electors in the border counties will not thank the Conservatives for resisting Mr. Fielding's appeal to give the farmers the benefit of an extended market for the fall trade. "We have waited so long, we can wait six months more," pleaded Leader Borden; but men who want the markets opened do not want to wait, and in any case Mr. Borden's plea looks like weakness.

As to reapportionment, it is largely six of one and half a dozen of the other. The Canadian constitution requires a redistribution of seats based on population, after each decennial census. The census is now nearly complete, but the government refused to take up redistribution until it should dispose of reciprocity. Its position was perfectly correct. The Conservatives by blocking reciprocity block the rest of the government program also, and the Liberals will be able to reproach them in the West with preventing that region from having its proper number of representatives. On the other hand, if the redistribution did take place, the additional seats in the West would probably be carried by Liberals. The Herald sees no reason to modify its opinion that Laurier and reciprocity will triumph.—Boston Herald.

Paris, July 27—The foreign office, adhering to its pact with the German foreign office, refrains from all communications to the press regarding the Franco-German negotiations, but it is understood here that the situation is very unsatisfactory.

The status of the negotiations might almost be described as a deadlock.

It is understood that Germany is insisting upon her original program of compensations, including the cession of the coast of French Congo. Should France persist in returning a non-possumus Germany would want the application of the Algeciras act according to Germany's contention, namely, that the situation in Morocco should be today what it was in April, 1906, after the signing of the treaty. France should evacuate the interior of the country.

The mandate of the powers authorizing France with Spain to police Morocco expires this year, but this mandate Germany would be unwilling to renew.

Nothing is said, however, about Germany's withdrawal from Agadir, the occupation of which France understands would be objectionable to Geat Britain.

The French press prominently publishes the announcement from London that the British admiralty has canceled the proposed visit of the Atlantic fleet to Norway, and this move, taken in connection with Chancellor Lloyd-George's speech before the English bankers, is thought by tht papers to show not only the intention of Great Britain to stand firm, but that the negotiations have reached a crisis.

While the press generally is sober in its comment, some papers like La Petite Republique hope that Emperor William will see that Germany would have all Europe against her in the event of a conflict, and accordingly suggest a conciliatory formula to his ministers.

PEOPLE'S OPINIONS

Editor Herald:—

It is given out in railroad circles that the Boston and Maine are again giving some consideration to Portsmouth for the relocation of repair shops that went up in flames at Sanbornville and I suggest that some active members of the Board of Trade do a little business with the leading railroad officials in the interest of Portsmouth. The report is that the company want to concentrate their men for wrecks section work bridge building, etc. For sometime wise railroad officials have advocated this plan for Portsmouth and at last it is said somebody higher up is beginning to take notice. Should anything come from this it would mean the employment of nearly 200 men. Is it not worth somebodys time to look into it.

Business

SHIP KEEPER WANTS TO KNOW

Editor of The Herald:—

Can you tell me how it is that the same ship keepers are called to duty at the navy yard when men are required and usually they are from Kittery? I know of veterans and those with excellent ratings who are always passed over.

Ex-Ship Keeper.

Portsmouth, July 27.

CHILD FALLS FROM WINDOW

Stikes on Chair—Badly Injured

Miss Eleanor Hersey four years old daughter of Arthur Hersey was badly injured while playing at the home of her relatives on Marcy street on Wednesday afternoon. She fell from a window striking heavily on the arm of a chair. The flesh of her arm and leg was badly lacerated and she was injured internally.

Only a few refrigerators left. Now is your chance for a good bargain at W. E. Paul's, 87 Market street.

KITTERY LETTER

Miss Florence Perry of West Medford who has been passing a month at Kittery Point, is the guest of Mrs Charles Lutts of Government street for a month.

Samuel Caswell of North Kittery is enjoying a vacation from his duties at the navy yard.

Emerson S. Rogers of Rogers road has recovered from a short illness.

Regular meeting this evening at York Rebekah Lodge, No. 3, at D. O. O. F., hall.

Corporal Arthur Ponit, U. S. M. C., is having a ten days' furlough.

Miss Josephine Waite is visiting in York for a few days.

Harry Remick and family of Lynn and Miss Fannie Remick of New York are guests at Oliver Remick's for the remainder of the summer.

Miss Alice Tufts of Haverhill, Mass., the guest of friends here.

Master Alvah Elkins returned today from a visit with relatives in Eliot.

Mrs. Sarah Richardson, who has been ill so long was able on Saturlast to view the parade from the piazza of Mrs. John Wentworth's residence.

Edward of Sanford, Grand Chief Tempar of Maine, was a recent visitor here.

Miss Octavia Emery of Boston is visiting her brobter, Manning Emery and wife, at their summer home, Old Ferry Lane.

The Ladies Social Circle of the Second Christian church met this afternoon in the vestry.

Moses A. Safford was a visitor in York Wednesday.

Mrs. Warren N. Phinney is visiting her mother, Mrs. George F. Philbrick.

Mr. Frank J. Cournoye is confined to the house suffering from blood poison contracted at his work on the navy yard.

Kittery Point.

This Misses Blanche, Charlotte and Lucy Buford of Washington, D. C., have arrived at the Patch cottage, which they have rented for the remainder of the summer. For the past month they have been at Ogunquit.

The many friends here of John R. Safford of this town, will be glad to hear that he has taken a fine position as superintendent of building in the Cooper Union, New York, an old and well known scientific institution. Mr Safford was lately chief engineer of the New York municipal ferry boats.

Miss Mildred B. Sawyer of Malden Mass., a graduate of Tufts in the class of 1911, has taken the position of teacher of French and history at Traip academy, succeeding Miss Alice B. Hall, who resigned in June.

Midshipman Ames Loder of the cruiser Washington, now at the navy yard was the guest today of Midshipman Lewis T. Wasson at the latter's home here.

S. Ellery Jennison returned Wednesday from a business trip to Boston.

The two foot ridge of mud thrown up around the edges of the basin being dredged in Pepperell's Cove daily brings small boat navigators, unaware of its existence to grief. A large heavily loaded launch from the Steam yacht Thetis when attempting to land at the Parkfield float Wednesday afternoon brought up "all standing" and a small sized panic ensued among her feminine passengers.

Mr. and Mrs. Joseph Amazeen are on a visit to Lynn and vicinity.

Mrs. Henry A. Marden leaves next week on a trip to St. John, N. B., where she will visit relatives.

Capt. Thomas F. Crawley leaves soon in his sloop Mystic Belle to carry a load of fish from York to Gloucester.

Mrs. Bertram F. Moore of Williams avenue, Kittery, is confined to her home by illness.

The W. C. T. U., meets on Friday with Mrs. Robert Billings.

THRONG VISITS SCENE OF PASSACONAWAY INN STABLE FIRE

York Beach, July 26.—About 3000 people went from this resort, Long Beach, York Harbor and neighboring towns in automobiles, electric cars and wagons to witness the scene of fire at the Passaconaway Inn stables yesterday. Many who would not wait for the cars walked, arriving at the scene before those who waited for conveyance. It was well, however, that there were only a few people present at the time the 200 gallons of gasoline exploded, as there perhaps have been a mad dash for liberty, and in this someone would have been hurt.

James F. Peabody of Warner is the guest of his sister Stella on Long Sands for two or three weeks.

Mrs. Frank Goldwaithe of Nashua is to spend the remainder of the summer month at the Vila Mere cottage on Dover Bluffs.

Mrs. Frank Wallace is to pass her vacation of four weeks at the New Hampshire home on Union Bluffs.

Mr. and Mrs. George Gates of Concord are to pass their vacation in Concordville at the Lookout cottage.

Walter May of the York Beach baseball team has returned home, and his position is being filled by "Mac" O'Dowd of Manchester.

Florence Patch of Newport is the guest of her brother on Short Sands.

Mr. and Mrs. G. F. Baron of Nashua are rusticating on Long Beach.

Edward Sargent of Dover is spending his summer vacation at Young's Hotel.

Mr. and Mrs. George Tenney of Franklin are late arrivals at the Emery cottage on Short Sands.

Edward Feeley has returned home home after a pleasant two weeks' vacation ae Young's Hotel.

Mr. and Mrs. Leo Appleton are at their cottage on Long Beach for the season.

John J. Shaney of Rochester was a mid-week visitor.

Margaret O'Connell of Berlin has returned after a pleasant month's vacation at this resort.

Charles Darrah of Tilton is visiting at the Andover Lawrence cottage on Long Beach.

Mr. and Mrs. G. F. Wilkins of Portsmouth have registered at the Sea View house.

Paul W. Carney of Dover is passing a few days at the Abbott house at York Beach.

Mr. and Mrs. Lester W. Franks of Dover are to pass the rest of the summer at the Courtney cottage on Long Beach.

GRANITE STATE FIRE INSURANCE COMPANY

Of Portsmouth, N. H.

Paid Up Capital $200,000

OFFICERS

Calvin Page, President; Joseph O. Hobbs, Vice President; Alfred F. Howard, Secretary; John W. Emery, Asst. Secretary

INSURANCE OF EVERY DESCRIPTION PLACED BY

C. E. TRAFTON,

GENERAL INSURANCE AGENT,

Freeman's Block,

Portsmouth, N. H.

MARBLE AND GRANITE

Tablets, Monuments, Mausoleums

OF ALL DESIGNS

My plant contains an A Compressor, Pneumatic Tools for Lettering and Carving, Polishing Machine, all run by electric power. The only plant in this section with modern appliances.

FRED C. SMALLEY, 2 Water St., Portsmouth.

F. S. Towle, M. D.

PHYSICIAN AND SURGEON

350 State Street. Portsmouth, N. H.

OFFICE HOURS

From 9 a. m., 1 to 4 p. m., 7 to 8 p. m.

A. J. LANCE, M. D

DISEASES OF THE EYE, EAR, NOSE AND THROAT.

18 Congress St. Portsmouth, N. H.

Hours—9.30 to 12; 2 to 4.

Here Is Your Opportunity

To purchase a first-class farm near Portsmouth, 120 acres; cuts 60 tons of hay. Large pasture. Brook runs across the pasture. 2-story Colonial house, 14 rooms, open fire places; plenty of water. Stable 42x72, basement, 4 horse stalls, 16 tie-ups, cupola and weathervane, clapboarded and painted. 50 rods of tide water. A large lot of tools will be sold with the place, including nearly new manure spreader, Baker farm wagon, sulky plow, wheel harrow, mowing machine, rake, potato and corn planters, horse sprayers, and others too numerous to mention.

This property is offered for sale at about one-half its value.

J. B. ESTEY,

Portsmouth, N. H.

R. F. D. No. 2 Telephone, 701-5.

HAMPTON BEACH CASINO

Opening of the Season

Monday Week of July 24

JOSEPH J. FLYNN

PRESENTS

The Screamingly Funny Musical Comedy and FLrce

'The Two Johns'

Afternoon and Evening.

A Change of Plays Each Week.

Headquarters —FOR— SHOE

Polishes
Laces
Buttons
Rubber Heels
Pump Straps
Bows
Linings
Wood Heels

All Findings for the Trade and Shoe Repairing of all kinds.

Charles W. Greene,

8 Congress St.

UNION WHARF

MOTOR BOAT AND AUTOMOBILE GARAGE

Steam And Motor Boat Repairing

MOTOR BOATS TO LET

Parties Taken Out By the Day Or Hour

WATER SUPPLIED

GASOLINE 14 CENTS

TELEPHONE 652

Union Wharf, Portsmouth

Farms for Sale

Large and Small. Village Property in Kittery, Eliot and York. Farms Bordering on Water. Bungalow Lots. Easy Terms.

George O. Athorne

Kittery, Me.

Office 361—13 Home 368

THE ELLERY TWIST COMPLETELY OUTCLASSED

P. A. C. Win in a One Sided Game in Sunset League.

The P. A. C. completely outclassed the Ellery Twist Drill Company, in the Sunset League schedule on Wednesday evening, and won by a score of 11 to 1.

Sperry Locke pitched for the P. A. C. and the Ellery boys were unable to give his delivery, while on the other hand, the P. A. C. reached Fritz often, and with the wretched support afforded him, took an early lead.

The P. A. C. opened with two runs. George oWods singled and Ira Newick followed with another to right, and Woods scored on Simmonds' error. Able scored Newick with a two-base hit, Huntoon drew a base on balls, but W. Woods was thrown out by Fritz, and Wilbur flied out to Bruce, and Locke was thrown out at first.

Bruce started for the Ellery by fanning, Reed singled, Smart was out on a fly to Fritz and Reed was caught stealing second.

Score P. A. C. 2, Ellery 0.

Two more were netted by the P. A. C. in the second. After Trueman and Morang had sent up flies that were captured by Powers and Bruce, G. Woods drew a pass and stole second, Newick was passed and Able also got free transportation, filling the bases. Powers' error allowed Woods and Newick to score, Huntoon going out via Powers and Hersey.

Powers was thrown out by Trueman, White struck out Chaisson was struck and walked, but he was thrown out at second on Hersey's grounder to Locke.

Score P. A. C. 3, Ellery 0.

In the third W. Woods opened with a single and scored on Wilbur's three-base hit. Locke flied to White, Trueman was thrown out at first by White, and Wilbur in trying to go home on the throw, was run down between the bases.

The Ellery scored their only run in the third. Simmonds singled and stole second, Fritz struck out, and Bruce was passed. He stole second and Reed fanned. Smart singled, scoring Simmonds and Bruce, in trying to get to third was thrown out.

Score P. A. C. 5, Ellery 1.

In the fourth the P. A. C. piled up six runs. Morange went to first on Bruce's error, G. oWods singled and Newick sent a long fly out to Smart and Morange scoed on the thowin. Able got a two-base hit and oWods scored. Huntoon singled and Able crossed theh ome plate. Woods followed with a single and Wilbur went to first on Hersey' error and with Locke's single Huntoon, W. Woods and Wilbur scored. Trueman was thrown out by Powers and Morange ended the inning with a grounder to Hersey.

Ellery had a chance to score again in the fourth, but fell down. Powers and White singled and Chaisson was out at first. Hersey struck out and Simmonds drew a pass, but with the bases full Fritz struck out.

Score P. A. C. 11, Ellery 1.

Neither side scored in the last inning. The P. A. C., after oWods had struck out and Newick's long fly had been caught by Smart, got three men on bases. Able was passed and Huntoon went down on Powers' error. W. Woods walked but Wilbur sent a fly to Hersey and it was all over.

In their half the Ellery had four men up. Bruce was out on a grounder to Newick, Reed was passed, but Smart struck out and Powers' fly was caught by G. Woods. The score.

P. A. C.

G. Woods cf	3	3	2	1	0	0
Newick lb	3	2	0	3	0	0
Able 3b	2	1	2	0	0	0
Huntoon ss	3	1	1	1	0	0
W. Woods lf	3	2	2	0	0	0
Wilbur c	4	1	1	7	2	0
Locke u	3	0	1	1	2	0
Trueman 2b	3	1	0	0	0	0
Morague rf	3	1	0	0	0	0
Totals	27	11	9	15	0	0

ELLERY TWIST DRILL.

Bruce 2b	2	0	0	2	2	1
Reed cf	2	0	1	0	0	0
Smart lf, rf,	3	0	1	2	0	0
Powers cf	3	0	1	1	3	2
White ss	2	0	1	2	1	0
Chaisson c	1	0	0	1	1	1
Hersey 1b	2	0	0	7	1	1
Simmonds rf, lf	1	1	1	0	0	2
Fritz p	2	0	0	0	3	0
Totals	18	1	5	15	11	7

P. A. C.	2	2	1	6	0	—11
Ellery Twist Drill	0	0	1	0	0	—1

FORMER FOOTBALL STAR AT DARTMOUTH DEAD

Sanbornville, N. H., July—Joseph H. Edwards, one of Dartmouth's former football stars, died today of apoplexy. He taught school in Wolfboro. Edwards lived in Middleboro, Mass., when a boy, and was graduated from the high school there He was a leader in athletics, and after going to Dartmouth he made right tackle on the college team.

Accidents will happen, but the best-regulated families keep Dr. Thomas' Eclectril Oil for such emergencies. It subdues the pain and heals the burts.

Dr. Lyon's PERFECT Tooth Powder

cleanses, preserves and beautifies the teeth, prevents tooth decay and imparts purity and fragrance to the breath.

CONNORS, LAID OFF EMPLOYE, WRITES MAYOR

In a letter received by Mayor Daniel W. Badger, yesterday, John H. Connors, who complains that Fitzgibbons and Dolan are not fulfilling the terms of their contract with the city in paving Richards avenue, offers to accompany Mayor Badger to the avenue and point out to him alleged violations in the work already done.

The letter is as follows:

"Portsmouth, N. H., July 26, 1911.

"Hon. Daniel W. Badger,
"Mayor of Portsmouth,
"Portsmouth, N .H.

"Dear Sir:—I am informed that you have expressed yourself to the effect that a firm now engaged in paving Richards avenue must fulfill the concise terms of the contract with the city.

"I shall be pleased at your convenience to go with you and point to you where the work already installed does not conform to the terms of the contract, or to the specifications that were furnished other bidders.

"This undertaking will involve no expense on my part."

"Yours truly,
"JOHN H. CONNORS."

When asked why he qualified the contract under which the contractors are working by saying "specifications that were furnished other bidders." Mr. Connors said that he has not seen the contract but is familiar with the specifications that were furnished all firms that cared to bid on the work. "It is possible though highly improbable that the present contract differs with the original specifications," he said.

Mr. Connors claims that the old curbing reset has not been jointed according to the terms of the contract, that suitable cushions of gravel have not been placed under the curbstones, that an inferior grade of gravel is being used and that an unobstructed passageway has not been left.

OPINION ON ELECTRIC RAILROAD MATTER

City Solicitor Samuel W. Emery, Jr., today filed his opinion of the city's rights in compelling the Boston and Maine railroad to pave the street between its trolley car tracks and to set a paving a distance of eighteen inches on either side of the tracks . Mayor Badger and City Solicitor Emery urge the city council to fight the railroad into repairing the street. In answer to demands previously made upon it the railroad answered that it was tired of doing charity work for Portsmouth Mr. Emery finds that the solons who granted this trolley company franchise were not careful enough to insert into the franchise any order for the company to keep streets in repair. The city, therefore, is compelled to resort to the general statutes.

In the laws of 1895, Mr. Emery found that the mayor and council have the right to order the railroad to make such repairs as are consistent with the safety and convenience of the public. There is no appeal from this order. In the same laws he found a section that permits the council to cause the railroad to cause running unless the repairs are made. The road may appeal from this order to the public utilities commission. The third provision is that the road must keep the railroad in a condition satisfactory to the city engineer, but the road may appeal to the city council on any order issued by the engineer.

The city is going to pave Islington street between Pearl and Columbia streets. The trolley company has been asked to establish the new grade in the centre of the trolley car tracks but has refused.

The fact that the railroad has been requested to change the grade on Middle street no end of times and has been forced to expend thousands of dollars in this city has undoubtedly made President Mellen and his officers a little hurt.

The situation has however, changed in this city and the work done now is of a permanent character.

NORTH RYE BEACH

The Shoals cable was connected with the life saving station today.

Concrete bulkheads are being placed in front of the life saving station. The wok is being supervised by Civil Engineer Walker.

The dance for the benefit of the board walk fund at the Ocean Wave on Tuesday evening was a grand success.

W. W. Kimball has returned to Philadelphia. His family will remain with W. A. Hodgdon and family.

Arthur H. Wilson and family of Boston, who have been passing three days at the Ocean Wave, have returned home.

Mrs. T. D. Noyes has recovered from an illness of several days.

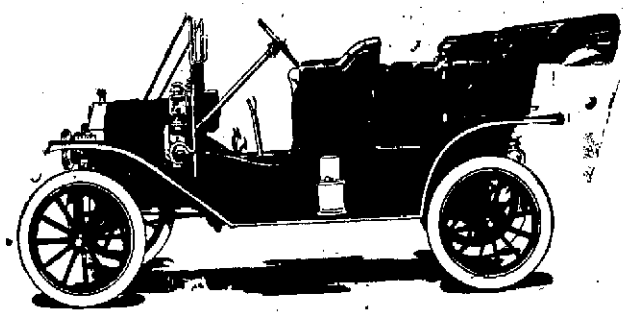
Rockland, Me., July 26—The collier Neptune, which represents the last word in naval construction of coal carrying craft, exceeded contract requirements by nearly 1 1-2 knots on her standardization trial on the Rockland course today. Her fastest mile was at the rate of 156.484 knots an hour, and the average of her five top-speed runs was 14.84, indicating that she can easily maintain the contract speed of 14 knots on her endurance run.

Owl's Head and Rockland breakwater lights were illuminating the course when the collier made her final run. Seventeen runs were made at speeds varying from eight knots to top speed. The maximum amount of horsepower developed during the trial was 81111.

The Neptune's displacement was nearly 20,000 tons. She carried 12,676 tons of coal and her draft was 27 1-2 feet.

4 quart berry pails, 8 cents at W. E. Paul's.

Ford Motor Cars



A Good Car For Bad Roads.

The car of established quality—established value and low price. Backed by a company worth millions and completely organized. The lightest car in the world, size, power and capacity considered. The cheapest car in the world to buy and maintain—simple to operate. The strongest made car in the world—a car of Vanadium steel.

Complete as Shown $780.00.

S. T. ADAMS & CO.
79 ROGERS STREET
PORTSMOUTH.

This Mysterious, but Faithful Servant

ELECTRICITY

Is Always Ready To Administer Comfort In The Home

ROCKINGHAM COUNTY LIGHT & POWER CO

Portsmouth has the latest in Shoes

The Ground Gripper

WALKING SHOES

CORRECT MUSCULAR ACTION SHOE. It strengthens weak feet, allows nature to relocate distorted feet. Our Pivot rubber heels give the body balance. Examine our patented shoe. How can the muscles become strong when they are bound with iron? Plates are NOT necessary in Ground Grippers.

Frank W. Knight
10 MARKET SQUARE

VALUABLE REAL ESTATE FOR SALE

The Eldredge Property

Consisting of about 2 1-2 acres of land occupying the entire square Rockland streets and Miller avenue, bounded by Merrimack, Broad and in the city of Portsmouth, is hereby offered for sale. This is one of the best estates in Southeastern New Hampshire and is in first class condition.

The house has every modern convenience, contains 16 rooms with two baths and a fine laundry, is lighted by electricity and gas and heated by a furnace.

There is a large and commodious stable heated by steam, with four single and 3 box stalls, with plenty of carriage room.

There is a large greenhouse, fitted with steel frames and equipped with hot water.

The grounds are handsomely laid out, have an abundance of shrubbery and an asphalt tennis court.

The property is in the most desirable residental section of the city and is offered for sale for the reason that I have decided to remove to another state. Parties desiring to examine the property or to make further inquiries may apply to

H. Fisher Eldredge
65 Bow St., Portsmouth

SANTAL-MIDY
These tiny CAPSULES are superior to Balsam of Copaiba, Cubebs or Injections and RELIEVES in 24 HOURS the same diseases without inconvenience.
MIDY
Sold by all druggists.

Trunks, Bags, Suit Cases, for Vacation

No matter how you travel, you need one or the other on your vacation. We carry a large stock of these goods at right prices.

Ederheimer, Stein & Co.
MAKERS

N. H. BEANE & CO.,
5 CONGRESS ST.
OUTFITTERS.

Greatest Sale

of the year Now on at Siegel's Store on Ladies', Misses & Children's Summer Wearing Apparel

Biggest reductions offered at any sale in this city
A wonderful opportunity to buy Suits, Coats, Dresses, Skirts and Waists at saving prices. Come early and get best pick of the bargains

SIEGEL'S STORE, 31 MARKET ST.,
PORTSMOUTH, N. N.

THE ARTHUR E. RICHARDSON CO.
Cor. Market and Ladd Sts., Entrance 12 Ladd St.
"The Specialty Store."

WASH GOODS SALE

ALL POLARIZED GOODS marked down to 12 1-2c and 19c.

MARQUISETTES---Lavender, Navy, Pink, Light Blue, White, 25c quality for 12 1-2c.

PRINTED MUSLINS---Extra Fine Quality for 10c.

ANDERSON GINGHAM 17c.

POLARIZED VOILES---In Stripes, Blue and Pink, regular price 50c, now 35c.

TRY A WANT AD

HE KNOWS THE REASON

REPRESENTATIVE MOSS FAMILIAR WITH FIGHT AGAINST DR. WILEY.

Washington, July 26.—Chairman Moss, of the House committee on expenditures in the department of agriculture, which is to investigate the Wiley-Wickersham-McCabe-Wilson squabble, has good reason for the unusual interest he is taking in the case. He hails from Indiana where the benzoate of soda fight has raged the hottest. When the Remsen board held benzoated foods harmless Indiana rejected the decision as against therapeutics and common sense, and clung to the skirts of Wiley who had decided against benzoate of soda. But the manufacturers were determined that the people should eat benzoated foods willy-nilly, so the forces that have been behind the cabal against Wiley brought suit in the Indiana courts to compel the board of health to permit the sale of their goods. The case was fought from one end of the country to the other, from California to New York, and is now in the hands of Judge Anderson. During the fight both sides sought experts at the hands of the department of agriculture. It might have been expected that the department would favor the Indiana state authorities, or at least give them an even break, but the cabal favorable to benzoate of soda was too powerful. While the members of the Remsen board were encouraged to go to Indiana and testify in favor of the drug, Dr. Wiley was ordered to stay in Washington when the Indiana authorities tried to get his testimony against the preservative. Then Attorney General James Bingham, the court examiner, the stenographer, Secretary Barnard of the Board of Health, and the counsel, all came to Washington to get Wiley's testimony. Secretary Wilson, acting under McCabe's advice, still refused to permit Dr. Wiley to testify until Attorney General Bingham obtained a writ of mandamus from the District of Columbia court compelling him to appear and testify. The attitude of the department put the Indiana state authorities at considerable expense and the attorney general gave out an interview while in Washington scathingly denouncing Secretary Wilson and Solicitor McCabe. Floyd W. Robinson, an employee of the department under Wiley, was summoned by Attorney General Bingham and appeared on the stand in Indianapolis. Since that time he has been dismissed for alleged insubordination, which consisted of his opposition to benzoate of soda. Mr. Moss is quite familiar with the circumstances of the game fight which the board of health of his state has put up against benzoate of soda and with the feeling of the Indiana authorities that they were badly handicapped by Secretary Wilson.

It is gratifying to know that while the doped food and other interests have been working against Wiley through McCabe, a large section of the food interests who have always opposed the use of benzoate of soda in foods and the consequent use of waste and rotten material, are coming to the defense of Dr. Wiley and joining in the protests against his removal.

PORTSMOUTH THEATRE

Wednesday and Thursday.
Picture, The Mission Workers, Selig
Song, Miss Ethel Wood.
Picture, Five Bold Bad Men, Essanay
Picture, Mr. Wise Investigator, Essanay
Act, Clint Weston, comedian.
Picture, The Wager and the Wage Earner, Edison
Act, Lester and Kennedy, comedians.
Picture, A Favoring Current, Gaumont
Picture, St. Malo and the English Channel, Gaumont
Song, Miss Ethel Wood.
Picture, Treasure Trove, Vitagraph
Vaudeville change Thursday.

For anything in the auto tire line go to Lowd's Vulcanizing station 338 Pleasant street.

Some of the Cracks Entered in National Clay Court Tennis Tourney, to be Held in Omaha, and Scene on Field

Omaha, Neb., July 27—Tennis champions of national, interstate and state reputations will meet in Omaha the first week in August to participate in the second annual play for the clay court title of the United States. The competition will be held Aug. 5 to 12 on the courts of the Omaha Field club, the only club in the country that affords accommodations for tournaments of this character. Entries for the tournament have been pouring in to the management. Every metropolitan city in the United States will be represented one way or another. Melville T. Long, winner of the 1910 tournament, the first of this kind ever to be held, will be here to defend his title in the challenge round. Beals C. Wright of oston, T. C. Bundy of Los Angeles, M. E. McLoughlini, W. T. Hayes of Chicago, Roland Hoerr of St. Louis, Charles Foley of San Francisco, Roland C. Peters of Chicago and Jack Cannon of Kansas City, all of whom sport a championship title of some sort, will be here to chase the honors now held by the California expert. Among the other cracks entered are N. W. Niles, C. R. Gardiner and J. D. Jones of Chicago, James J. Armstrong of Minneapolis, James Barton of Sioux Falls, S. D.; R. L. Branson of Mitchell, S. D.; W. L. Gilman of Sioux City, Ia.; McQuiston brothers of Van Vleck, Tex.; Joe Armstrong of St. Poul and John Adams. Handsome prizes have been hung up for the winners. To the title holders in the doubles will be awarded a set of sterling silver vases, while the winner of the singles will get a silver challenge cup, which must be won thrice before it passes from competition. The doubles trophy must be won but twice to pass into permanent ownership. The winner in the singles will be called on to meet Long in the challenge round. W. T. Hayes of Chicago and F. G. Anderson of Brooklyn, holders of the title in doubles, will not be paired again, consequently the victors in through a challenge round. John T. Bailey of Albion, Okla., has again been chosen to referee the tournament. He served in a like capacity last year. The upper picture gives a good view of the courts.

MEETING OF CITY COUNCIL

(Continued from page 1.)

almost finished under a previous petition of the Council and war department. They desire now to erect a crib works about the end of the dock extending back at an angle to their property to protect their wharf from ice, and asked for its endorsement. The Council in some way got the impression that the petition referred to the wharf now completed, but they finally granted it.

Petitions.

The New England Telephone Company were granted permission to erect five telephone poles on the new part of the road to Newington and, as it was approved, it was granted.

The following petitions were all granted under the usual restrictions: P. D. Shea, to open Hill and Porter streets to repair drains; Mrs. E. Waldon, on Islington street for repairs on drain; G. L. Clough for permission to encumber Middle street for building purposes and F. W. Spring got the same permission in Pleasant street. F. W. Spinney to open Pleasant and Richmond streets to enter sewer and make water connections, C. M. Rand for building permit on Richard's avenue and the Portsmouth Gas Company for permission to lay a main on Hill street.

C. W. Ham for permission to erect a permanent electric sign in front of his place of business on High street was referred to the committee on lands and buildings with power.

Mr C. H. Clough sent a letter to the Council calling attention to the light on Parker street, which he asked to be moved back so that it would light up Parker place as it was up to a few years ago. It was referred to the committee on lights.

Councilman Herrick, for the committee on claims, reported that on the claim of W. W. Cotton and others for damages to sewer on Mast street, had been referred to the City Solicitor, and he had reported that they had no claim, and he given leave to withdraw. The report was accepted.

Councilman Littlefield for the committee on fire department, introduced a resolution calling for the building of skids for the department and for the repair of the washing tubs at the Central fire station, where all of the hose is washed. It passed.

A resolution introduced by the Mayor at the request of Chairman Foye of the police commissioners, asking for the additional appropriation of $500 for an additional patrolman for the remainder of the year.

Mayor Badger explained that the amount of fines would pay for the officer.

Councilman Hislop made an objection on the ground that he did not think that there was need of any more policemen, and that he should know as his business kept him out late at night and he never saw any trouble. He further made the suggestion that there were too many on days.

Councilman Leary thought if the commissioners wanted an additional man, they probably needed him, and moved that the resolution pass. Councilman Hislop called for the yea and nay vote, and everybody voted for Mr. Leary's motion, and he being the last to vote, made it unanimous.

A resolution for the city to transfer what claims it had on the property on Islington street, formerly owned by W. H. Fay, created considerable discussion, and Solicitor Emory was called in. Mr. Emery explained that in 1905 all of the taxes against W. H. Fay, stock in trade, and cet, were assessed against his real estate on Islington street, amounting to some over $600. That the property was sold for taxes and that the City Clerk at that time neglected to send a notice of the sale to the holders of the mortgage. Lewis A. and Mary A. Hill, until Aug. 8, where as the law required that it should be done not retla than June 17. That under the law they were not legally notified and the city bought in the property for taxes, but had no claim on the holders of the mortgage, only equity, and this was lost when the mortgage foreclosed. That the matter had been in litigation, and that the Superior court of October, 1908, gave a decision against the city, that as the holder of the mortgage had not been notified, that the city had no claim. At the present time with interest the city's claims amounted to over $900, but it was worthless, as the court had decided against the city, and while the title to the property was perfect without the city making them a quick claim deed, they simply desired it.

Councilman Sugden rather questioned the City Solicitor in regard to the matter and still thought that the city had a claim on the property despite the ruling of the court, and he moved that it be referred to the Board if Assessors to report. This was finally carried.

The quarterly report of the City Marshal was received and accepted.

The report of the Auditor of Bills, amounting to $11,770.68 was read and the auditor made a note of the fact tht he had approved il bills, excepting those of John Leary and E. H. Blaisdell for groceries, which had been illegally purchased, but had been ordered paid by the Council. The bills were ordered paid.

Councilman Leary wanted some information on the paving contract. He understood that the contractrs were not living up to their contract and wanted to know if the Auditor would approve their bill. Mayor Badger stated that he had not had much time to take up the charges that had been made owing to devoting so much time to the fier question, but from now on he intends to inspect the work personally, and he promised the Council that if it was in his power the contractors would live up to the very letter of their contract.

Councilman Hammond brought up the contract that had been made for screens for city hall and wanted to know what had become of the bill of the carpenters who fitted the screens. It was not in the contract but it had gone somewhere. Nobody seemed to answer Mr. Hammond and the Council adjourned until Aug. 23.

BASE BALL

YESTERDAY'S GAMES.

American League.

Boston 3, Chicago 1.
Philadelphia 6, Cleveland 5.
St. Louis 7, New York 6.
Washington 12, Detroit 5.

National League.

Chicago 4, Boston 1.
New York 5, Cincinnati 3.
St. Louis 7, Philadelphia 6.
Pittsburg 12, Brooklyn 1.

RIVER AND HARBOR

The five master Martha P. Small towed to the lower harbor Wednesday and anchored, being unchartered Capt. Hodgkins is in Boston.

The schooner yacht Hoosier, an arrival Wednesday collided in Portland harbor several days ago with revenue cutter Androscoggin and the schooner yacht Hesper and was somewhat damaged. The Hoosier was built at Gloucester from the moulds of the famous clipper fisherman Fredonia.

Schooner Damiritta and Joanna, from Philadelphia for York, is reported at Vineyard Haven.

The heavy coal arrivals have kept the local tugs busy for the past few days.

ARRIVED BELOW

Tug Portsmouth, Perkins, Boston, towing three light brick barges.

Auxiliary schooner yacht Latona, Henry C. Eno of Bridgeport, owner.

Auxiliary schooner yacht Hoosier, Col. W. R. Nelson of Kansas City, owner.

Yawl Friendship II., Horatio Gilbert of Marblehead owner.

Sloop yacht Hester, Edgar Palmer of New York owner.

A healthy man is a king in his own right; an unhealthy man is an unhappy slave. Burdock Blood Bitters builds up sound health—keeps you well.

Goodrich tires at Lowds.

When in NEW YORK Stop at
The New Fire Proof.
NAVARRE
Seventh Ave. and 38th St.

Business Men, Families, Tourists. Maximum in luxury at minimum of cost. Accessible, Quiet-Elegant. Within Five minutes walk of Theatres, shops, and clubs. 300 feet from Broadway. New Dutch Grill rooms, largest in city. Electric cars pass hotel to all railroads.
EUROPEAN PLAN
$1.50 per day without bath — $2.00 per day with bath
Suites $3.50 and upwards
Send for Colored Map of New York.
EDGAR T. SMITH, Managing Director.

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Arctic Cup Greases
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Garden Hose

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Vaughan's Old Stand, 111 Market St

First National Bank
of Portsmouth
New Hampshire
U. S. DEPOSITORY
J. K. BATES, President
C. A. HAZLETT, Cashier
Safe Deposit Boxes For Rent

The NATIONAL HOTEL CAFE
E. M. LIBBY & G. B. LADD, Props.
26-28-30 High Street - Portsmouth, N. H.
CLUB BREAKFASTS
6.30 a.m. to 11.00 a.m.

No. 1—20 cents—Choice of Cereals with Cream, Rolls or Buttered Toast, Tea, Coffe or a glass of Milk.
No. 2—25 cents—Two Boiled Eggs, Rolls or Dry Toast, Tea or Coffee.
No. 3—30 cents—One Pork Chop and one Fried Egg, Buttered Toast, Tea or Coffee.
No. 4—30 cents—Chipped Beef in Cream on Toast, Plain Fried Potatoes, Hot Rolls, Tea or Coffee.
No. 5—30 cents—Cereals with Cream, Choice of Sliced Oranges or Bananas, Buttered Toast, Tea or Coffee.
No. 6—30 cents—Corned Beef Hash with one Poached Egg, Buttered Toast with Tea or Coffee.
No. 7—35 cents—Shredded Codfish in Cream on Toast, German Fried Potatoes, one Hot Roll, Tea or Coffee.
No. 8—35 cents—Broiled Fresh Mackerel, Drawn Butter, Plain Fried Potatoes, Hot Rolls, Tea or Coffee.
No. 9—35 cents—Choice of Tomato or Chicken Bouillon in Cup, Two Scrambled Eggs on Toast, Tea or Coffee.
No. 10—35 cents—Fried Calve's Liver, Rasher of Bacon, Griddle Cakes, German Fried Potatoes, Tea or Coffee.
No. 11—35 cents—Genuine Country Sausage, Griddle Cakes, Hot Rolls, Tea or Coffee.
No. 12—35 cents—Broiled Fresh Codfish, French Fried Potatoes, Hot Rolls, Tea or Coffee.
No. 13—40 cents—Breakfast Steak with one Fried Egg, German Fried Potatoes, Hot Rolls, Tea or Coffee.
No. 14—40 cents—Oatmeal with Cream, Plain Omelet, Buttered Toast, Tea or Coffee.
No. 15—45 cents—Ham and Two Eggs, Country Style, German Fried Potatoes, Hot Rolls, Tea or Coffee.
No. 16—45 cents—One Half Grape Fruit, Bacon with two Eggs, Buttered Toast, Tea or Coffee.
No. 17—50 cents—Choice of Cereals or Bananas with Cream, two Lamb Chops, German Fried Potatoes, Tea or Coffee.
No. 18—50 cents—Breaded Veal Cutlet, Tomato Sauce, Hashed Brown Potatoes, Buttered Toast, Tea or Coffee.

Open every day in the year, 6 a.m. to 11 p.m

THIS MAN IS NOT KNEELING IN PRAISE

of our high grade mill work, but e is sounding its praises. Good mechanics never find fault with the materials we furnish, nor the boss either. Why not get good stock from us at the same price you pay for poor stuff from the other fellow?

ARTHUR M. CLARK,
35-37 Daniel St., Portsmouth, N. H.

GOING OUT OF TOWN? The HERALD sent to your address would contribute to your outing enjoyment

Have The Portsmouth Herald sent to your vacation address for any length of time by mail. Fill out this blank and send to The Herald, or Phone 37 will receive prompt attention.

Name.....
Address.....

S PECIAL FOR Friday and Saturday
1 Lot Ladies' 1.50 Waists 89c
1 Lot Ladies' 4.50 Silk Waists 2.75
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Modern Steel Screw Steamships
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Daily and Sunday between Providence and Pier 19, East River, N. Y.
New Management. Improved Service.
CITY TICKET OFFICE
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CHICHESTER S PILLS
THE DIAMOND BRAND.
Ladies! Ask your Druggist for Chichester's Diamond Brand Pills in Red and Gold metallic boxes, sealed with Blue Ribbon. Take no other. Buy of your Druggist. Ask for CHI-CHES-TER S DIAMOND BRAND PILLS, for 25 years known as Best, Safest, Always Reliable
SOLD BY DRUGGISTS EVERYWHERE

7-20-4 R.G. SULLIVAN'S
10 CENT CIGAR
Factory Output, Upwards of 100,000 Daily
Largest Selling Brand of 10 cent Cigars in the World
Factory, Manchester, N. H.

We have a full line of Wines, foreign and domestic. Our specials are.—Victoria Chanti, Maderia, Rhine Wine, Angelica, Muscatel Port and Sherry. Ale and lager in cases for family use. Goods delivered to all parts of the city and surrounding towns.
JOSEPH SACCO,
Phone 328-14
110 Market Street.

FRENCHMAN WON GREAT RACE

AEROPLANE VOYABLE ABOUT GREAT BRITAIN FOR $50,000 PRIZE

Brookland, Eng., July 26—"Andre Beaumont" (Lieut. de Conneau) won the $50,000 prize offered by the London Daily Mail for the circuit of Great Britain aviation race of 1010 miles. The Frenchman reached the finish here at 2:07 this afternoon, making a splendid "volplane" from a height of 1000 feet.

Beaumont and Vedrines, who left Bristol at 5 this morning on the final stage of the race, arrived at Brighton at noon. Beaumont maintained the lead, his aggregate time then being 22 hours and 27 seconds. Vedrines' total time was 22 hours 56 minutes and 55 seconds. They continued to this place, the point of the start and finish, this afternoon.

The final section of the race covered a total distance of 264 miles, the course being laid from Bristol to Exeter, 65 miles; to Salisbusy, 83 miles; to Brighton, 76 miles, then to Brooklands, 40 miles.

J. Vedrines reached the goal at 3:17 p. m. Both Frenchmen received an enthusiastic reception from the huge crowd. Beaumont, on alighting, was seized by admirers and carried to his tent.

Beaumont's total actual flying time was 22 hours, 28 minutes, and Vedrines' 23 hours, 39 minutes.

THE PRESIDENT AND THE PACT

While warm, the fight over the pact with Canada was attended with practically no personal bitterness toward the President within the Republican congressional ranks. In the House Mr. Cannon led the opposition, but his relations with Mr. Taft remain very cordial. His welcome at the White House is unimpaired. We shall see him continue a frequent visitor, and an adviser of Mr. Taft on many party matters. At the next session, when appropriations are under consideration and the democratic cry of economy is raised, Mr. Cannon, who knows the needs of the government from A to Z, should have much of value to communicate to the executive.

In the Senate Mr. Cummins, Mr. Cummins, Mr. Nelson, Mr. Borah, Mr. Bristow and others disputed every inch of the way, and voted against the pact in the end, but at no point manifested any personal hostility to the Pesident. They questioned at most his judgment. They differed with him as to what the pact would show in operation. They set their opinions against his with energy, but not so as to offend him, or make further communication with him impossible.

The only exception was in the case of Mr. LaFollette. He made the matter personal. He seemed to question more than the President's judgment, and spoke in terms that must have been gratifying to that partisan spirit on the Democratic side which is already on the alert for campaign material. The probanility is that the Wisconsin senator's arraignment of the President will find wide distribution this year and next by democratic campaign managers.

But Mr. LaFollette was in severe, not to say savage, mood generally. He saw red in every direction. He read something like corruption into the daily press support of the pact. He denounced and bemoaned the fall of the press. He considered that it had reached bottom. He had seen it tampered with before, and he named the press of his own state in particular, but this was the crown of its infamy. Indeed, between the press and the President, the latter "got off mighty light."

Mr. La Folette is a candidate for the presidency. He would supplant Mr. Taft as the republican leader, and commit the party to the policies that have come to be known as La Folletteism. Is he on the right track to win? Is there a presidential nomination in impeaching the political integrity of the President and the personal integrity of the owners and the editors of the newspapers of the country? Probably not. Next year, at least, will not be Mr. La Follette's year, and it is difficult to believe that any year will be propitious for a man making a radical appeal on a vituperative basis.—Washington Star.

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Where business enterprise makes possible to the humblest home luxuries that heretofore were enjoyed exclusively by the well to do.

Twenty Years Ago

to humble homes the Gas Range water heater and furnace connection were things to be coveted but not possessed, while

TO-DAY

the majority of such homes possess those comforts and are homes made happier because of that fact. The price of a coal stove is more than enough to purchase these comforts.

A Bath in 15 Minutes
For 1 1-2 Cents

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Thursday, Friday, Saturday, July 27-28-29

SOMETHING LIVELY TONIGHT

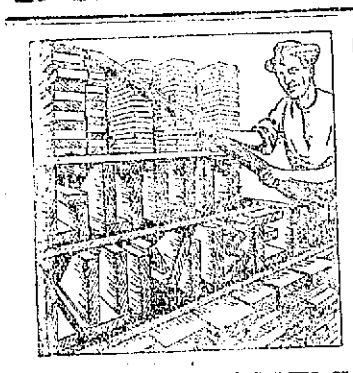
Nealon & Clayton, Comedy Entertainers

Louella, Comedy Novelty Wire Artist

Miss Wood, Pictorial Ballads

5 REELS NEW PICTURES 5

NEW SONGS — Matinee 2.30. Evening 7.15 Ten cents admits to all — LITTLE PRICES



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of our success. Low prices may help some, but it's the fine quality of our lumber that brings our customers back time and again. It pays us to sell good lumber. It will pay you better to buy it. It lasts longer and is more satisfactory to work up. Try us with an order and you'll come back when you want more.

McKENNEY-LITTLEFIELD LUMBER CO.

Successors to Thomas E. Call & Sons, 172 Market Street.

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If you know the wonderful health-restoring and strength-imparting attributes of

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you'd go to these Islands for your vacation. You are out at sea, and the voyage lasts as longas you wnt to make it. Every moment of the day filled with enjoyment. You'll have every summer diversion imaginable. Splendid fishing, sailing, bathing, tennis, and country sports.

YOU CAN LIVE AT THE OCEANIC OR APPLEDORE AS REASONABLY AS AT HOME.

H. W. MORSE, Manager.

STILL ANOTHER RECORD.

Still another record showing low up-keep of Cadillac autos which, while not showing quite so low an expense as those previously mentioned, tends, in a measure to corroborate the others, if such cororboration were needed, came from Indianapolis, whee the sixty-six Cadillac users who replied to the inquiry reported an aggregate mileage of 252,599 miles at a total repair expense of $71.30, an average of $1.08 per car. The Indianapolis records not being quite so low as the others is accounted for to some extent by the fact that it includes the highest individual expense of the lot which in the case of the user who had driven his car 9000 miles had a repair expense of $20.00.

In addition to the repair outlays, the matter of gasoline and oil consumption was in the case of the New York owners made the subject of investigation. This showed as high as 23 miles to the gallon of gasoline in ordinary every day driving, but averaged between 16 and 17 miles. In oil consumption, some owners run as high as 1000 to 1200 miles per gallon, but the average was approximately 732 miles per gallon. Cit

A LEMON INDEED FOR THE POOR CONSUMER.

One of the lemons handed to the dear public through the Payne-Aldrich tariff bill was an increase of half a cent a pound duty on imported lemons. This was a concession directly in the interest of what is known as the California circus trust.

It is a good thing for the trust, but for the trust alone. The trust bills the people going and coming. It checks competition at home by securing special privileges from the railroads. For instance, it enjoys the rare privilege of stopping its shipments en route, or of diverting them; and so the independent producer finds himself blocked which ever way he turns. The trust lemons literally chase the independent lemons to every big market in the country and then undersell them. This may be an advantage to the public in some instances, but the general effect is to discourage competition. This is an old trust trick. But to make a bad practise worse, the trust has a fancy duty put upon imported lemons, with the result that the advantage in its favor at New York, say, of Boston, amounts to at least 90 cents a box, or some 37 cents more than it used to be. As the native supply is not equal to the demand, the result is that an abnormally high price is maintained.

NEWINGTON

Newington, July 27.

Mr. Manning Hoyt and wife of Somerville are spending a few weeks wieh Mr. and Mrs. J. M. Hoyt.

Philip Bennett of Portsmouth is passing his summer vacation with his aunt, Mrs. William Furber.

Mrs. William Lefavour and daughter Rosamond of Winchester, Mass., have returned home after passing a few weeks with her mother, Mrs. Josephine Hoyt.

Mrs. Henry Barnes of Walliston Heights and Mrs. Joseph Cowles of Jamaica Plains have opened the Hoyt homestead on Greenland road for the rest of the summer.

Mr. and Mrs. Martin Hoyt and infant daughter are the guests of his parents, Mr. and Mrs. Jackson Hoyt.

Blueberries are plentiful and people from Portsmouth and vicinity are numerous in the fields.

Charles Hodgdon spent Thursday with relatives in Portsmouth.

The inhabitants of this town are pleased to know that ground plots are sought after on the banks of the Piscataqua for summer homes, but they are not willing to admit that the scenery in that part of the town is the prettiest. All along the shores of Great Day in the western part of the town are fine building sites, but it is not easy to reach the city from that section unless one has a team. If Newington could have the electrics one would see summer cottages springing up at various points instead of one part of the town. The scenery, walks and drives cannot be surpassed by any other country town.

Several of our citizens attended the firemen's muster in Portsmouth on Thursday.

Miss Emma Hall of Buffalo, N. Y., is the guest of Ms. Edward Pryor.

Roy Neal of Portsmouth was calling on friends on Tuesday.

Barbers' Poles.

Anciently barbers were surgeons, especially in cases of bleeding. To assist this operation the patient used to grasp a staff or pole, which was always kept near the barber surgeon. To this staff was tied a tape, which was used in bandaging the patient's arm. When not in use the pole was hung outside as a sign of the work performed inside. Later a stick painted to represent the pole was left in the doorway. At first surgeons' poles were painted with red and white stripes, with a brass knob or basin at the end, while mere barbers were required to have them white and blue. This statute was still in force in England in 1297. The last barber-surgeon died in London in 1821.—New York American.

"Suffered day and night the torment of itching piles. Nothing helped me until I used Doan's Ointment. It cured me permanently."—Hon. John R. Garrett, Mayor, Girard, Ala.

The Scrap Book

A Bit of Byplay.

The feminine end of a well known vaudeville team is in the habit of jotting down any piece of "business" she thinks would be of value in their act. One Sunday in church the service was neglected for a minute and an idea that had just come to mind was duly entered in the thing most handy—namely, the prayer book. And the prayer book was left behind.

The next Sunday she went back to the same church, intending to inquire for the book at the end of the service. The clergyman, however, anticipated this by speaking of a prayer book found the Sunday before.

"Our only means of identification," he said, "is a rather peculiar memorandum in the rear of the book, 'When the pistol goes off kick father in the face.'"

The prayer book was never claimed —Saturday Evening Post.

The Happiest Heart.

Who drives the horses of the sun
Shall lord it but a day.
Better the lowly deed were done
And kept the humble way.

The rust will find the sword of fame.
The dust will hide the crown.
Aye, none shall null so high his name
Time will not tear it down.

The happiest heart that ever beat
Was in some quiet breast
That found the common daylight sweet
And left to heaven the rest.

—John Vance Cheney.

Right Up to Date.

The German proprietor of a "wet goods emporium" was bemoaning the fact that an Irish rival was getting most of the business of the neighborhood.

"You're not progressive enough, Hans," a customer told him. "Gilhooley's got you beat a mile. That sign in his window, 'Ticker Inside,' alone draws a lot of business."

The next day the Dutchman's window blossomed out with a big sign, "Ticker Inside." The same customer soon came in and expressed his approval that Hans was thus "getting wise" to the requirements of the business.

"But where is the ticker?" he asked looking around.

"Dere is it," said the Dutchman solemnly, and he pointed to the clock.—Lippincott's.

Real and Ideal.

When Henry Pettitt's play, "The Sailor's Knot," was being put on, Mr George Barrett was engaged to play the part of a sailor. One of his duties was to come on the stage and hand some papers to the hero, played by Charles Warner. At the first rehearsal Barrett came on in an easy, natural way, saluted and handed his officer the papers.

"No, no, no, no, no!" cried Warner "That won't do at all. No sailor ever walked like that or saluted like that."

Mr. Barrett grimed, and at the same moment there came a shriek of laughter from the wings, where Sir Augustus Harris, the then stage manager, was watching the rehearsal.

"What's the matter?" demanded Warner, wheeling round.

"Nothing, oh, nothing," Harris replied soothingly; "only that Mr. Barrett has been in the navy for several years and has only just retired!"—London Mail.

What, Never?

There was a time when the vogue of "Pinafore" was simply amazing. Here is an ironical note from a newspaper of the time: "At present there are forty-two companies playing 'Pinafore.' Companies formed after 6 p. m. yesterday are not included." Its catch phrase, "What, never? Well, hardly ever," was deadly. It is told, for instance, that one editor barred his staff from using it. "It has occurred twenty times in as many articles yesterday. Never let me see it used again." "What, never?" was the unanimous question. "Well, hardly ever," replied the wretched man.—Bookman.

Had Seen One.

An English comedian told of appearing before a swell London audience at the house of a noble lord. The languor of his listeners made him feel not too happy, and he was glad to get through and retire to the dressing room allotted him. While he was removing the grease paint a very young peer who had strolled after him stood watching the process. He told the comedian in the most approved drawl that some of his sayings had really been rather funny, "especially that one, you know, where your wife made a pancake on a gridiron and the pancake slipped through and put the fire out. That made me laugh awfully, because I know what a gridiron is. I have seen one."

Forgot a Detail.

An absentminded professor who shall be nameless was reading about a great feat of engineering that aroused his enthusiasm. Suddenly he sprang from his chair and advanced toward his wife. His manner betrayed his excitement.

"Now, listen to me, wife," he said, "and I do not want you to oppose me. Do you hear?"

"Yes, dear. What is it, then?"

"Now, no opposition, mind! I wish the boy to be an engineer."

"But, my dear, what are you talking about? We haven't any boy."

"Oh, yes, that is so. I had forgotten that," said the professor as he resumed his seat in the rocking chair.

CLASSIFIED ADS.

FOR SALE, WANTED, TO LET, LOST, FOUND, Etc.,

Why not exchange or sell your Piano for 40 cents?—It is work for a Want Ad.

1 Cent a Word Each Insertion

3 LINES ONE WEEK 40c

WANTED

WANTED—To buy an old canopy bed. Address Mrs. F. D. Wells, Portsmouth, N. H. C-H wc-1w

WANTED—A night watchman. Must have first class references. Apply E. H. Chapman, Supt., Roland M. Baker Co., Hanover street. C-Hwc-tf

BOYS

A TREASURE CHEST, full of hundreds of dollars in hard cash! The TRAIL to it, any widewake boy can follow. Don't worry any longer where to get real money or whatever article you want. Come to me and get it. Parents investigate!—for this self-came ROAD has led many a boy to a bank account. Come with your boy if you choose. Come early.—L. M. Keene, 701 Pleasant street, Kittery, Me.

WANTED—A SALESMEN WANTED—On new census atlas, exclusive territory. Big remuneration to active workers. Address Dept. B, Rand McNally & Co., 42 E 22nd St., N. Y. C. J25hc3t

BOY

MORE MONEY IN ONE DAY may be earned with me than during AN ENTIRE WEEK in other ways. Applicants must be bright, neatly dressed, clean hands and face. I want the MANLIEST boy in the city. Come early prepared for work. Clarence L. Moody, Kittery, Me.

WANTED—A boy seventeen or eighteen years old, on milk route. Telephone 296.

WANTED—Experienced chauffeur desires position with private family. Temperate. References. Aged 30 Will drive for, or work in garage. Have had garage experience. Apply Box 107, Sanford, Me., m31,hc,tf

OLD POSTAGE STAMPS WANTED

$25 paid for a new or used stamp envelop, printed in blue "Paid 5 Cents" issued by the Boscawen, N. H., Post Office in 1846. High price paid for many old U. S. and foreign stamps issued before 1870.

Look up your old letters and send envelopes to Smith Bros. 507 W. Bridge street, Grand Rapids, Mich.

TO LET

TO LET—Furnished room steam heat and bath directly opposite Post Office. Apply to W. L. Brown Exchange Block. j251w

TO RENT—Tenement of six rooms, ready at once. Inquire this office. J22hctf

TO LET—A well furnished house for the summer, in Newcastle. Three minutes walk to the beach; terms very reasonable. Inquire 22 Congress street.

STORE TO LET—In the Old Customs House, with large basement. Entrance on Penhallow St. Apply to James H. Dow. cm18tf

TO LET for the summer two furnished houses. Inquire at Herald office. c htf

LOST

LOST—An old-fashioned gold brooch, with the initials S. A. A. on the back. Finder please return to this office. ch&h-1t

LOST—Ring of Yale keys, W. S. Casualty Co. No. 155763. Return B. this office. j201w

FOUND—A pair of gold-bowed eye-glasses. Call at the Tilton Drug Co. ch-h

FOR SALE

FOR SALE—White French poodle, one year old. Joseph Lento, 56 School street ch-herlw

FOR SALE—One lot of land, 150 feet frontage on Portsmouth avenue in New Castle. For information apply to Miss Theressa White, New Castle, N. H. ch-herlw

FOR SALE—Cottage of 6 rooms on banks of Piscataqua in Newington, and TO LET—Three rooms, suitable for offices. Apply to J. Edward Pickering.

FOR SALE—House lots on Lincoln avenue, most desirable location. Inquire at this office. chtfj17

MISCELLANEOUS

We have something new for salesmen making small towns. A neat, clean, quick-selling pocket sideline. If interested write for order book today. Burd Mfg Co., 231 5th avenue, Chicago.

IMPORTED 36 x 72 $1 RUG.

The greatest seller ever put on the market. Send for particulars; don't hesitate. Dundee Mf. Co., 46 Chauncey, Street, Boston, Mass. 500 other specialties.

W. T. LUCAS, dealer in Yankee notions and second-hand goods of every description. Telephone 794-L, 14 Penhallow St., Portsmouth, N. H. Furniture bought and sold. tfal

ANTIQUE FURNITURE and Old Books. A. J. Rutledge, 53 Columbia street, Portsmouth, N. H. chtfj1

TRANSPORTATION

BOSTON AND MAINE RAILROAD — TIME TABLE In Effect June 26, 1910

Trains for Portsmouth leave Boston at 5.58 a. m., 7.30 a. m. 8.48 a. m., 9.01 a. m., 9.26 a. m., 10.01 a. m., 10.26 a. m., 12.01 p. m., 1.41 p. m., 3.11 p. m., 3.31 p. m., 4.57 p. m., 6.01 p. m. 7.31 p. m., 10.01 p. m. Sundays, 4.01 a. m., 5.26 a. m., 8.21 a. m., 9.01 a. m., 10.31 a. m., 1.31 p. m., 7.01 p. m., 10.01 p. m.

Leave Portsmouth for Boston—3.10 a. m., 5.24 a. m., 6.25 a. m., 7.08 a. m., 7.30 a. m., 8.19 a. m., 10.38 a. m., 10.50 a. m., 1.35 p. m., 1.45 p. m., 2.20 p. m., 3.10 p. m., 4.57 p. m., 6.12 p. m., 6.28 p. m., 7.37 p. m., Sundays, 3.10 a. m., 5.24 a. m., 8.00 a. m., 11.00 a. m., 3.03 p. m., 5.00 p. m., 6.40 p. m., 7.43 p. m., 7.45 p. m.

For Dover—5.55 a. m., 9.20 a. m., 10.51 a. m., 12.22 p. m., 2.31 p. m., 5.22 p. m., 9.30 p. m. Sundays 7.55 a. m., 10.48 a. m. 1.30 p. m., 5.00 p. m., 9.30 p. m.

Leave Dover—7.03 a. m., 10.05 a. m., 11.25 a. m., 1.50 p. m., 4.25 p. m., 7.15 p. m., 6.50 p. m., 10.15 p. m. Sundays 7.20 a. m., 12.45 p. m., 2.00 p. m., 4.10 p. m., 10.15 p. m.

Leave Portsmouth for York Beach — 8.22 a. m., 10.33 a. m., 12.30 p. m., 3.15 p. m., 4.55 p. m., 6.50 p. m. Sundays, 10.38 and 11.27 a. m.

Leave York Beach for Portsmouth—6.45 a. m., 9.35 a. m., 11.45 a. m., 1.35 p. m., 4.05 p. m., 5.48 p. m. Sundays, 5.00 and 6.50 p. m.

For Concord—7.27 a. m., Monday only), 8.35 a. m., 12.26 p. m., 5.25 p. m. Sundays, 7.35 p. m.

Leave Concord for Portsmouth—7.32 a. m., 9.50 a. m., 2.55 p. m. (Saturdays only), 3.30 p. m. Sundays 8.23 a. m.

NAVY YARD FERRY TIME TABLE

Leave Navy Yard—7.50, 8.35, 9.15, 10.00, 10.30, 11.15, 11.45, a. m., 1.05, 1.35 2.15, 2.45, 3.20, 4.00, 4.20, 4.40, 5.00, *6.00, ||7.45, p. m. Sundays—10.05, 10.15 a. m.; 12.15, 12.35 p. m. Holidays—9.30 10.30, 11.30 a. m.

Leaves Portsmouth—8.35, 8.45, 9.5, 10.15, 11.00, 11.34 a. m.; 12.15, 1.15, 1.45. 2.30, 3.00, 3.40, 4.10, 4.30, 4.45, 5.40, 6.10, ||10.00 p. m. Sundays—10.07, a. m.; 12.05, 12.25, 12.45 p. m. Holidays—10.00, 11.00 a. m.; 12.00 m.

*May 1 to October 15.
||Wednesdays and Saturdays.

Capt. Marbury Johnson, Captain of Yard.

Approved: Capt. F. A. Wilner. Commandant.

"QUEEN OF SEA ROUTES"

Merchants' and Miners' Trans. Co Steamship Lines.

Boston and Providence to Norfolk, Newport News and Baltimore.

Most popular route to Atlantic City Jersey Coast Resorts, Old Point Comfort, Washington, and the South and West.

ACCOMMODATIONS AND CUISINE UNSURPASSED

Send for Booklet.

James Barry, Agt. C. H. Maynard, Agt. Providence, R. I. Boston, Mass.

W. P. Turner, P. T. M. General office, Baltimore, Md.

Bathing Suits, Shoes and Caps

Muslin Underwear

Hosiery

New Art Embroidery Department

Stationery

THE. D. F. BORTHWICK STORE

LOCAL DASHES

Groote Winkel.

Diamond tires at Lowds.

Ivar Johnson Bicycles, "best."

The National cafe has made a decided hit with local people.

Jelly tumblers, 28 cents per dozen at W. E. Paul's, 87 Market street.

Keys made, locks repaired. Yale keys a specialty. Ask for prices at Horne's.

Oil stoves at Paul's, 87 Market street.

The citizens are in no mood to stand for any politics in the water situation.

The revolving door was made ready for use at the government building today.

Swordfish, halibut, bluefish, salmon all fish under glass, at E. S. Downs 37 Market street.

Several of our prominent doctors in Portsmouth and Kittery and Eliot use Cadillac automobiles.

Don't forget the Pope motorcycle with magneto, $175 at Lowds.

Landlord Newton of the Kearsarge will have one of the finest dining rooms in the city when he completes his alterations.

Patrons of Music Hall are getting one of the best shows ever offered in this city for ten cents The bill is an especially strong one this week.

Have your cleaning done by Robbins' power machine, whether your house is wired or not. Rugs, Carpets, Draperies and Furniture. F. H. Robbins, 115 Market street.

The streets leading off Middle street are to be oiled and the workmen are getting ready. The same surfacing used so succesfully on Middle street will be used.

F. A. M. official repairshop, Lowds Pleasant street.

There is a general complaint being made about the condition of lower Market street, where the street is open, laying a water-pipe. With the great amount of travel, at times ten or fifteen machines are blocked at a time. The work should be completed with all possible haste, as the street is very narrow at the best at that point.

Aluminum ware at reduced prices at W. E. Paul's, Market street.

SKIPPED WITH ANOTHER MAN

Sold a Ring and Sported in Dover

On Wednesday evening a man reported to the police that his wife had skipped town and that some of his jewelry was missing. The police sent word to Dover and it was not long before the officers of that city found the woman in company with another man in a boarding house. Officer Shannon went up this forenoon and marched the pair back to Portsmouth. To get a little sporting money they sold the ring.

Another party charges them with lifting a musical instrument but they deny it all. They will be heard in police court today.

NOTICE

The committee meeting of the Ladies Auxiliary, A. O. H., will be held at Mrs. Katherine O'Brien's McDonough street, Friday evening, July 28th, instead of Thursday evening, July 27th, as previously announced.

PERSONALS

Mrs. Annie Morrisson is visiting in Concord.

Mrs. H. A. Tuttle of Pittsfield is at the Sea View House.

Dr. F. A. Upham of Pittsfield is visiting in this city.

Oskar Aichel is entertaining two of his sisters from the South.

Major Daniel Shea of Manchester was a visitor here today.

Mrs. Clarence Stuart of Fleet street has moved to Cambridge, Mass.

A. W. Sulloway and family of Franklin are at the Sea View, Rye.

Miss Dorothy Kelley of Cabot street is visiting friends in Boston.

Guy E. Corey is attending the funeral of a classmate at Sanbornville today.

Alex MacMuray, clerk at the W. D. Grace drug store, is confined to his home with rheumatism.

Robert Gove and wife of Boston are passing a week here is the great guests of Mr. and Mrs. Peyser.

W. N. Swan of the Associated Press was a visitor here last evening and spent the night at the Wentworth.

Mrs. John Healy and daughter Lucile of State street left today for a months visit at Bennington, Vt..

Senator J. H. Gallinger and daughter-in-law, Mrs. Ralph Gallinger are to spend some part of August at Rye.

Mrs. Nellie Lamb of Lowell has been passing a few days in this city a guest of her sister Mrs. John Falvey of Nobles Island.

Mrs. Horace P. Montgomery who has been seriously ill is now out of danger and and doing nicely which iwll be good news, to hosts of friends.

Edward Preble and wife of Milton, N. H., who have been visiting Mr. and Mrs. Augustus Preble of Blossom street, returned to their home this morning.

Bandmaster R. L. Reinewald U. S. N., of the battleship New Hampshire is home for a few days with his family. He is now ill with a severe case of Cholera morbus.

OBSEQUIES

Remains of Mrs. Ellen Pierce who died in Tacoma Washington October 29, 1910, aged 69 years were brought here Wednesday for interment in Harmony Grove Cemetery, direction of O. W. Ham.

The funeral of the late Mrs. Jennie Winslow took place from the home on Islington street at 2 o'clock this afternoon. Rev. L. L. Gaither officiated. Interment took place in Greenland cemetery. The funeral director was H. W. Nickerson.

REED PAIGE, CLARK ASSIGNED TO LIBERIA

Reed Paige Clark, secretary of Senator Burnham's senate committee on agriculture and forestry, has been selected by President Taft for appointment by the government of Liberia as receiver general of customs in that African republic. Mr. Clark has been identified with Senator Burnham since he entered public life in Washington.

Have the Herald follow you on your summer vacation.

B. & M. MAY SINK WELLS FOR WATER SUPPLY

The Boston and Maine railroad is still on the hunt for more water in this city and if unable to secure the necessary supply from the city or from Kittery will, it is understood, sink their own wells if the location can be secured.

For years the railroad obtained its supply from two wells at the Plains and another near the button shop. These water stations were abandoned when the city established the Sherburne station and tapped the vein from which the railroad had been working on at a great yearly expense.

NAVY YARD

Naval constructor John D. Beuret, who has been in charge at the Puget Sound yard for some time, reported at the Charlestown yard yesterday as the head of the hull division. He was named for the place after naval constructor William J. Baxter was precluded by reason of sickness from again assuming the duties.

Naval Contsructor George H. Rock who has been in charge of the department at the local yard nearly two years, will go to Washington for special duty under the bureau of construction and repair.

The Lebanon, chief boatswain Edward J. Norcott commanding, arrived at the Boston Navy Yard yesterday. The Lebanon, which is the target paraphernalia ship of the fleet brought ordnance supplies and stores and will return to Norfolk, Va., to prepare for target practice.

Navy Orders

Ensign H. G. Taylor and Ensign R. D. Spalding to temporary duty bureau of yards and docks, navy department, Washington; Ensign A. L. Ede, to the Truxtun; Ensign Train, orders of July 19, revoked; Ensign F. H. Babcock, resignation accepted.

Movements of Vessels

Arrived—Sylph at Washington, Yankton at Provincetown, Lebanon at Bosto, Prometheus at Mare Island, Caesar at San Juan. Sailed—Castine, Sever, Grayling, Narwhal, Salmon, Bonita, Stingray, Snapper and Tarpon, from Newport for Provincetown; Ammen, from New York for Newprt.

The Hist was placed out of commission at Portsmouth, N. H., on July 24. The Oregon and St. Louis have been ordered placed in commission in reserve at Puget Sound as soon as practicable.

Orders Revoked

The orders for constructor Guy A. Bisset to report at this yard have been revoked by the department.

Hannibal Back Again

The U. S. S. Hannibal with a cargo of coal has arrived at the yard and dock alongside the Sterling. She will go out of commission as soon a spossible and her crew trasferred to the Sterling when that vessel is ready.

Scaring the Fish

The gun practice of the North Atlantic fleet, it has been claimed by the fishermen, has a tendency to scare mackerel away. They protested against this practice on the fishing grounds in years past, but without result. The Master Mariners' Association has adopted resolutions which they have forwarded to Congerssman Gardner. These most earnestly request that the naval vessels refrain from target practice, which necessitics firing of guns, on the Atlantic north of Nantucket.

May Bring Suit for Damages

Following the mix up between the chief master at arms on the U. S. S. Wisconsin and a civilian workman of the yard a civil suit is threatened against the navy man.

Coming and Going

Thirteen of the Montana crew were sent to the Wisconsin on Wednesday and ten from that ship to the New Jersey at Boston.

Cuiser Comes Out Tomorrow

The U. S. S. Wisconsin will come out of dry dock tomorrow and sail at once to join the fleet. The Wheeling will take her place in the basin.

Lieut. Reno in Charge

Lieut Walter E. Reno has been placed in command of the U. S. S. Wisconsin owing to the transfer of Commander Crank.

Ordered for Examination

Lieut. A. F. H. Yates of the Wisconsin has been ordered to Washington for examination for promotion.

Fire Departmene Make Good Time

Fire quarters sounded from box 33 this forenoon showed that the yard fire department is on the job all right. In less than ten minutes from the sounding of the alarm all the apparatus had all the trial and was ready to move back to its quarters. It was the best time made by the department in many days.

Leaves on Friday

Comdr. Robert K. Crank of the U. S. S. Wisconsin who has been detached and ordered to the Maine will leave to join that ship on Friday.

The Herald Hears

That the vestibule doors and turnseile at the postoffice will soon be in place.

That those tin drinking dippers in the parks should be cast onto the dump.

That the fire alarm boxes need paint and Councilman Littlefield, the watch dog of the fire department, says they shall have it.

That the police have had some very queer cases to handle of late.

That it is really surprising what does turn up at headquarters for trouble.

That Johnson's grove, the once ideal spot for big outings, seems to have been forgotten by picnic parties.

That the Eagles certainly grasped time by the forelock in arranging for their fair.

That spuds are a very high priced vegetable at present.

That the bottlers of the Frank Jones Brewing Company will again be sending out challenges at quoit pitching.

That a trip to Dover for runaway girls seems to be the real thing.

That somebody will have to take the place of the Colonel in Ward Five politics.

That it's hard for him to give up the game but other business compels him to do so.

That there is nearly 400,000 gallons of water going to waste daily on the Brackett farm at Greenland.

That the advance in the price of milk is causing a grand kick among the people.

That there is no come back—take it or leave it.

That Police Officer Ducker is covering the beat of Officer James Doherty during his absence.

That another lunch cart has been granted a location by the police board.

That it is likely to be found at the corner of Bow and Market streets when it opens for business.

That skids for the loading of the fire apparatus at the railroad yard should have been purchased long ago.

That another thing in connection with this matter is that the railroad should always have a flat car handy for the occasion.

That the Noble's Island bridge should have some other light than a kerosene lantern on the street gates there.

EDISONIAN THEATRE

Freeman's Block.

Edisonian Union Orchestra, G. B. Whitman, Leader, Dancing, Illustrated Songs, Motion Pictures and Vaudeville.

Matinee 2.30 p. m. Evening 7.00 p. m.

VAUDEVILLE

MR. BILLY LA MARR, the great ventriloquist, direct from Scenic Temple, Boston.

Picture.. Program. Wednesday. and ..Thursday.

"IN THE SULTAN'S GARDEN," Imp
A highly dramatic story sure to please.

"SECURING EVIDENCE," Rex
Another interesting drama.

MR. CHARLES T. RAY, Boston's popular baritone, sings

"Summer Days," Fiest

"I'll Wait for You Till the Cows Come Home,", Daly

"THE DECLARATION OF INDEPENDENCE," dama.
A very interesting war drama.

MR. G. F. REYNOLDS, New England's favorite baritone, sings

"My Love for You is Like the Stars That Shine," Pierson

"Hide From the Moon," Snyder

"THE YIDDISHER COWBOY," American
A great western comedy.

"THE BRONCHO BUSTER'S BRIDE," American
Another western picture.

METHODISTS HAVE LARGE LAWN PARTY

Another large crowd attended the lawn party given by the Methodist Church on the Miller avenue lot. The scene presented was on interesting one and the grounds were thronged. The illumination of the grounds was perfect. The idea of the affair proved very popular.

ELECTRIC CAR AND AUTO CLASH

Quick Work Prevents Bad Accident at Corner of Vaughan and Congress Streets.

A touring car coming into Congress street from Vaughan street at 6.35 on Wednesday evening collided with a loop line car for the Plains. Both the motorman and driver of the machine checked their speed and thus saved a more serious crash.

The front part of the automobile was slightly damaged.

RAILROAD NOTES

John B. Manson, in charge of repairs at the car barn of the Portsmouth electric allway, has resigned and taken a position at the Hammond eef Co.

Five miles of heavier steel will shortly be put down on the Lakeport branch.

Dover passengers arriving here at 9.10 p. m. are not much pleased at being obliged to wait until 9.30 p. m. before starting for home on the branch train.

COMPLAINT WAS RECEIVED

Hearing Friday in Case of Joseph Sacco of Portsmouth

Concord, July 26—The state board of license commissioners have received a complaint against Joseph Sacco of Portsmouth, who holds a third class license in that city. A hearing in the case has been set for Friday, July 28, at 11 o'clock to be held at the offices of the commission in the state house.

ANOTHER BIG LOBSTER

Fishermen in the towns of Eliot, New Castle and elsewhere along the coast are claiming the honor for hauling up big lobsters to which Frank Jewett, a veteran with the net, objects. Jewett says he has something on the rest is his latest catch of the shell fish off Badger's Island, which tipped the scales at nearly ten pounds. Next.

Sun Flower Seeds

A Fact Not Generally Known, that a handfull of Sun Flower seeds mixed with the grain fed to horses will improve them wonderfully. A fresh arrival of seeds, only

10 cents a pound at

Grace's Pharmacy

Go to W. E. PAUL for

FRUIT JARS

Pints, Lightning,	80c
Quarts, "	90c
Pints, Mason,	55c
Quarts, "	65c

W. E. PAUL
AGENT
87 MARKET ST.

Emerson Piano Quality.

Quality in a Piano is absolutely essential, for a poor quality Piano is not a Piano at all. It may be a "furniture piano" if you will, but it is not a musical one—and what is the good of a Piano if it is no musical?

The **Emerson Piano** seems to grow better every day. The makers of this instrument have lately surpassed themselves. The Pianos that are now coming to us are simply magnificent. The touch, the tone, and the finish are better than ever before.

The more difficult you are to please, the better we shall like it, for you cannot but be pleased with these instruments, yet with all their goodness they are sold for a fair price on easy terms.

At H. P. MONTGOMERY'S
Opposite Post Office, Portsmouth

GENUINE LIGHTNING MASON

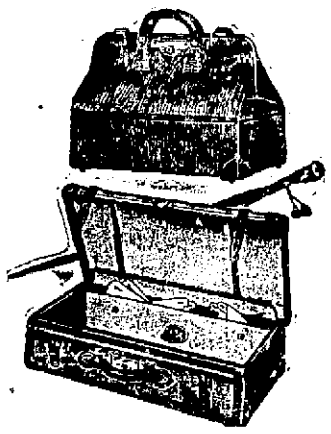
Wide Mouth and Lightning, Economy and Safety Valve

FRUIT JARS

Jelly Tumblers, Moulds, and Jar Rubbers

JOHN G. SWEETSER
126-128 Market St., Telephone 310

SUIT CASES AND BAGS



We've a splendid line of hand baggage. Buy the best, it pays.

Hotel Clerks, Porters and Livery Men will give extra attention to the man who is well set up with a good Bag or Suit Case.

We've Bags of Pigskin, Cowhide, Grain Leather and other good leathers. Priced $3.00 to $18.00.

Suit Cases of Leather, Cane, Matting, etc., all sizes. Priced $1.00 to $18.00.

F. W. LYDSTON & CO.

The Custom of Paying Bills by Check

Has many advantages. It is a convenient way to transact business; no risk is involved by carrying a quantity of currency upon one's person, and the endorsement on the back of each check is a receipt for the amount paid. We welcome small transactions and gladly explain matters when called upon to do so.

U. S. Depository. Portsmouth, N. H.

FIRST NATIONAL BANK

It Is a Fact

THAT OUR OWN MAKE NUT COAL IS AS NEAR PERFECTION AS COAL CAN BE. NO SLATE. ALL COAL. TRY IT.

THE CONSOLIDATION COAL CO.

Phones 23, 28 or 30. Chas. W. Gray, Supt.